



CHATHAM AREA TRANSIT®

BOARD MEETING

OF

June 10, 2011

9:35 A.M.

CHAIRMAN LIAKAKIS: I now call the Chatham Area transit Authority to order and we'll have the secretary for the CAT Board Patricia for the roll call please.

MS. HAWKINS: Good morning. Chairman Liakakis

CHAIRMAN LIAKAKIS: Here

MS. HAWKINS: Vice Chairman Dr. Thomas

MS. HAWKINS: Mr. Broker

MR. BROKER: Here

MS. HAWKINS: Mr. Dawson

MS. HAWKINS: Mr. Farrell

MR. FARRELL: Here

MS. HAWKINS: Mr. Gellatly

MS. HAWKINS: Mr. Holmes

MR. HOLMES: Here

MS. HAWKINS: Mr. Kicklighter

MR. KICKLIGHTER: Here

MS. HAWKINS: Mr. Odell

MR. ODELL: Here

MS. HAWKINS: Mr. Shay

MR. SHAY: Here

MS. HAWKINS: Ms. Stone

MS. STONE: Present

MS. HAWKINS: Thank you

Also present at the meeting was Ty Butler, Chad Reese, Terri Harrison, Larry Miles, Barbara Cogdell and Patricia Hawkins.

CHAIRMAN LIAKAKIS: Patrick, you want to make the same motion to excuse the two-

MR. SHAY: I'd like to make a motion that we excuse Commissioner's – well I guess I should say Board members Dr. Thomas and David Gellatly for medical reasons.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second all in favor please raise your hand. Motion passes. Ok now we've got the first one approval of minutes from Board meeting May 13, 2011. Everybody had received those and I need a motion on the floor for approval.

MR. BROKER: I move for the approval.

MR. FARRELL: Second.

MR. LIAKAKIS: Have a motion on the floor for approval of the May 13th minutes. All in favor signify by raising your hand. Motion passes. We need the approval of minutes for the Special Called Board meeting for May 27th.

MS. STONE: So moved Mr. Chairman.

MR. BROKER: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second to approve the minutes for the Special Called Board meeting on May 27th. All in favor signify by raising your hand. Motion passes. New business, under item I; The present CAT's fiscal year 2011/2012 budget and request approval for public hearing and set Special Called meeting for the 24th of June. So I need approval for the – we gonna call now for the public hearing and I need a motion to open the public meeting for the CAT Board.

MR. BROKER: So moved.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: Alright all in favor signify by raising your hand. Motion passes and we call for a motion to open the public hearing of the Chatham Area Transit 2012 proposed budget. Ladies and gentlemen this hearing is being held in compliance with state law relative to the Chatham Area Transit proposed fiscal year 2012 budget which totals \$17,134, 764. We will be discussing the budget in total. Information packets showing the proposed budget are available at the front entrance a list is being passed around asking for the names and addresses of those present. The purpose of this is to document the public input was solicited for future audit needs. We will start on the right side of the room and go row by row. If you wish to speak please come to the podium, state your name, address and the name or group or organization you represent if

any. We have staff available to help pass out any written material to the Board that anybody that's attending this public hearing would like to pass on. We would also ask that you be brief and concise in your remarks since we have a number of people that may want to speak and we want everyone to have an equal chance to be heard.

MR. KICKLIGHTER: Mr. Chairman can Mr. Reese just give a brief about the tax rate and everything for the people? Just the proposal in general.

CHAIRMAN LIAKAKIS: Okay, yeah.

MR. KICKLIGHTER: I think we gonna have a question.

MR. REESE: Thank you Mr. Chairman as required have submitted on the Special Called Board meeting we presented a balanced budget as required for approximately \$17.1 million. In the Board packet we also presented a number of options. In titled option 1: which is the budget as presented. Option 2: an adjustment in the millage rate by .04 mills from .8 to .86 and what's associated with option 2 and Option 3: an adjustment in the millage rate by .13 which take it to .95 with a difference between option 2 and 3 setting up a reserve fund in order to meet operating expenses as well as to match federal funding that we will be eligible to receive from FTA.

CHAIRMAN LIAKAKIS: Any questions from any of the Authority members concerning what Chad just related? Helen.

MS. STONE: I just want to make one comment and I'll probably make it again before the Commission. I'm concerned for the citizens of this community from the stand point that the School Board has just adopted a millage increase. We don't know yet what our County budget what the recommendations are going to be to balance that budget and to keep both of our departments the SSD and the M&O operating and we don't know whether the City will adopt a millage increase and I'm very concerned for the citizens of this community in a time when some people are out of work of how we're going to absorb all of these millage increases so I'll just leave it there, but that's something that we're looking at it from many different fractions now and it's of grave concern to me. Thank you.

MR. KICKLIGHTER: Mr. Chairman.

CHAIRMAN LIAKAKIS: Okay.

MR. KICKLIGHTER: On that note I commend you for presenting us with the first option being leaving the millage rate flat so thank you. Thanks for putting that as number 1.

CHAIRMAN LIAKAKIS: Alright I'll start on this aisle on my right here on the first row anybody would like to speak for this public hearing on the CAT budget; first row, second row, third row, fourth row, fifth row, sixth row. Alright, on my left now, first row, second row, third row, fourth row, fifth row, sixth row anyone at all in the audience

would like to speak at this public hearing, if not we call the public hearing at a close and we'll have a Special Called meeting for the 24th of June concerning the budget. Okay next is the Request amendment of the millage rate adoption calendar and present the Tax Digest information to Tax Year 2011, including the General Fund M&O, Special Service District and Chatham Area Transit five year levy history. Chad.

MR. REESE: Thank you Mr. Chairman. As presented as item 2 in your budget is a memo from Russ Abolt the County Manager to members of the Board concerning the tax levy for both CAT as well as some other County services. Information is provided for your review. Also, please note that there's a particular section in the Chatham Area Transit that shows a five year millage rate as well as the net tax levy from 2006 up to 2011.

CHAIRMAN LIAKAKIS: Okay any questions for Chad? Then we need an approval for the amendment of the millage rate adoption for the calendar year and present the Tax Digest information.

MR. REESE: Yes we're looking to amend the calendar.

MS. STONE: Okay, alright.

MR. KICKLIGHTER: As stated by Mr. Reese I make the motion.

MR. BROKER: I'll second that.

CHAIRMAN LIAKAKIS: I have a motion on the floor and a second. Let's go raise our hands. Motion passes. Item 3; Request approval of the Board to participate in activities that support the observation of "Dump the Pump Day" on Thursday, June 16th in collaboration with the American Public Transportation Association and adopt a proclamation for the Sixth Annual National "Dump the Pump Day." Chad.

MR. REESE: Yes sir Mr. Chairman. Annually the American Transportation Association at least for the past six years has had an annual event around the country where we encourage people to use alternative modes of transportation, i.e. called "Dump the Pump" where we encourage cyclist, people riding bicycles, public transit just any form of alternative mode of transportation as opposed to your personally owned vehicle. As part of it, CAT has traditionally done a free fare day on Dump the Pump and we are requesting approval to move forward with that again as well as a proclamation to be read into record.

CHAIRMAN LIAKAKIS: Okay then if you'd like to go to the podium and read the proclamation Chad or you want Patricia --

MR. REESE: It was actually supposed to be --.

CHAIRMAN LIAKAKIS: How about any of the members up here.

MR. SHAY: I'll read it.

CHAIRMAN LIAKAKIS: Yeah, Patrick. Chad wants to give the opportunity to some other Board member to read that since he does all the other items.

MR. SHAY: A proclamation establishing the Sixth Annual National "Dump the Pump Day" in Chatham County Georgia on June 10, 2011. WHEREAS June 16, 2011 marks the Sixth Annual National "Dump the Pump Day" as a day that encourages people to ride public transportation to save money, protect the environment, reduce our dependence on foreign oil, and improve the quality of life for all Americans. WHEREAS, on average, people who ride public transportation can save over \$10,000 per year based on today's gas prices, owning a car and the average unreserved parking rate. WHEREAS, for every \$1 invested in public transportation, \$4 is generated in economic returns; WHEREAS, an individual switching to public transportation can reduce his or her daily carbon emissions by 20lbs – more than 4,800 lbs a year; NOW, THEREFORE, THE CHATHAM AREA TRANSIT AUTHORITY (CAT) BOARD OF DIRECTORS RESOLVE AS FOLLOWS: SECTION 1. Declares that CAT will join the public transportation systems across the country and participate in the Sixth Annual National Dump the Pump Day on June 16, 2011 by encouraging citizens to ride public transportation; SECTION 2. That CAT declares that by using public transportation, people save money, protect the environment, reduce dependence on foreign oil, and improve America's quality of life; and SECTION 3. That CAT declares that public transportation is an important part of our nation's transportation system and provides citizens with travel options other than driving a car. Passed this 10th day of June, 2011 Pete Liakakis, who is the Chairman of the Chatham Area Transit Authority Board.

CHAIRMAN LIAKAKIS: Thank you very much. We need a motion on the floor for the Board to participate in these activities to support observation of Dump the Pump Day.

MR. BROKER: So moved.

MR. DAWSON: Second.

CHAIRMAN LIAKAKIS: All right I have a motion on the floor and a second, all in favor please raise your hand. Motion passes. Item IV; Review and receive comments on proposed design for 900 East Gwinnett Street facility. The proposed design will be presented by Adkins formerly Post, Buckley, Schuh and Jernigan, Inc. Chad.

MR. REESE: Thank you. As you know we have presented 2 construction projects to the Board in order to move forward. At this point we're gonna take a look at the presentation of the Operations Center. We'd like to give the Board the opportunity to comment receive whatever comments you have into record and make the appropriate modifications at this point we're at the 30% point for the architectural engineering so its important that the Board is aware of where we are and what the intentions are and if there are any comments before we move forward with the actual finalization of design and prior to the construction documents being done. Thank You.

CHAIRMAN LIAKAKIS: Okay.

MR. REESE: Turn it over to—

CHAIRMAN LIAKAKIS: And who's going to do the presentation? Give your name for the records we have to put that in records. Step up to the podium because this is recorded and sent out on television.

MR. MILES: Good morning I'm Larry Miles with Arrowood Environmental representing Adkins this morning I'm on the design team.

CHAIRMAN LIAKAKIS: Okay.

MR. MILES: Can you hear me?

CHAIRMAN LIAKAKIS: Yes. If we—Gerald can you help him with that?

MR. MILES: I want to quickly go through what our design objectives were and cover the existing site conditions and what the project design was. The site as you know is located at 900 East Gwinnett Street. This is an aerial view looking down on the site. Looking at CAT maintenance and operation center from Gwinnett into the main gate area and then looking from an angle down Ott Street to your right. Another angle shot from Gwinnett and also looking at the bays the maintenance bays. Looking at the facility down the west boundary of Harmon and then across the street at the employee parking lot facility. This is a 3-D model showing existing conditions at the site. Shows a layout of the current bus parking then you can see – this is a top off model of the existing office space. You can see that outside the facility maintenance bays you can see it's very limited in way of office or training or other administrative activity space. In 2010 we looked at a redesign trying to upgrade the facility, improve the façade and give it a more professional look from the street as well as improve operational abilities for the maintenance and operations center. Some of the things that we looked at were the removal of the current bus wash and fueling operations as well as the tire center there on the bottom. We had some conflict of buses in and out and backing up on Gwinnett. So it's a rather busy slide but it was a large number of conflicts within this small area. Our answer at the end of 2010 was to demolish the existing bus wash and construct a new one at the rear of the site along with the fueling station, remove the tire facility and renovate the building. Shortly after 2011 Dr. Reese came on board asked us to take another look at the design; he had some ideas that he thought would help the facility and we began to incorporate that. You'll see on this slide where we have moved the bus wash and engine wash facilities connecting them to the building. We've also extended the second floor mezzanine down to provide for office space for administrative functions and we greatly opened up the yard area it allows for continued the sixty bus parking. You'll see on this slide just the configuration of the bus parking within the facility. We're gonna top off looking down at the new office space you can see that we significantly increased the size and availability of administrative office space for the building. This is a perspective looking down at the front and side of the building in a new façade, proposed brick veneer with a new entrance way to the CAT facility should upgrade the professional image of

CAT to make it more appealing to the public; another view looking at the face of the structure. You can see definitely now before you did not really could tell where the entrance to the facility is now you have a definite entrance that looks inviting to the public and an interior shot of what would become the public lobby as people come in to conduct business with CAT. This slide basically shows as you come into the public lobby you have offices on either side as well as a training room and space available for other administrative functions and then the extension of the mezzanine area allowing for administrative functions to be grouped together to provide additional efficiencies. And that's my presentation.

CHAIRMAN LIAKAKIS: Any Board members anybody on the Authority that would like to comment? Chad would you like to add anything to that?

MR. REESE: I'll entertain any questions you have.

CHAIRMAN LIAKAKIS: Oh okay, well this is very important I mean a number of Authority members we can see how it was cramped in certain areas and the space was not there and it's real important because it will have a more efficient operation when this is completed; given more room and of course to be able to work on the vehicles and the way that they set it up so that they'll have ingress and egress in and out of the facility now which will help a great deal. And one of the things in there that people don't think very much, but the design that came out with a place to wash the buses and people might not think that this is important, but it is because we want to make sure that the buses that are going out into the public and they can tell you that anybody that has been to certain transit training areas will tell you that the image of the bus system looks good so that it will encourage the riders and perspective riders to use that mode of transportation because when it looks worn down and dirty and all of that it decreases the ridership or perspective ridership. Well we thank you very much we appreciate that. Any other questions? Okay –

MR. REESE: If I may add, there are a few things that are important to know. The existing façade is a stucco façade with a brick wall so the façade will be upgraded to a brick façade but it's not individual laid brick it's brick panels which are more efficient and more cost effective but also raises the image of the surrounding area in the community. Very important features are ADA accessible at this point. It will be ADA accessible which it's currently not. It will be updated with the latest to the latest code on fire protection which is currently not in place. It will also be more environmentally friendly; we will have LEED recognition in terms of construction. A number of the current environmental issues where we have tanks stored underground will be removed above ground will be brought above ground to prevent underground leakage as well as underground lifts will be above ground so it not only improves the image, but it also improves the effectiveness of it and takes into account a number of environmental issues that were in place.

CHAIRMAN LIAKAKIS: Thank you for the presentation on the design and thank you Chad. The next item; Review and receive comments on the proposed design for the CAT

Intermodal Transit Center. The proposed design will be presented by Cogdell and Mendrala followed by staff recommendations.

MR. REESE: Also, this is the Downtown Intermodal Center at this point the facility is also at its 30% point for architectural engineering and we want to present to the Board an opportunity to review where we are at this process before we move forward with the finalization of the architectural engineering.

MS. COGDELL: Good morning my name is Barbara Cogdell. I'm with Cogdell and Mendrala Architects and Association with Wendel Duchschere . I'm just going to give you a brief review of the plan of the design as well as an update of current events. As you will see this is a systematic plan of the site plan we will be renovating the existing Greyhound terminal on Oglethorpe Street. The interior will be completely renovated, but we will be retaining the exterior in tact to the greatest extent that we can, but we will be improving it for energy efficient by increased insulation, improved glazing. The goal of the project is the target lead goal which we're very excited about. The as you will see in addition to the alterations of the existing facility we will be adding a 14 bus passenger platform to the North of the existing building and we will be moving the bays for the Greyhound buses to the East of the building. A trolley stop will be built to the West of the corner at Oglethorpe and Fahm Street. We will actually be using some of the roof tee's concrete roof tee's that we're removing from the North end where the existing canopy is. We'll be using that to roof the trolley stop so we'll be caring on some of the character of the existing building to that corner. You've seen these renderings before but it was really just an update and it's still virtually the same. This is a view from just East of Oglethorpe and Ann Street. You'll—you're looking in foreground to the canopies that cover Greyhound buses and then to the right of that are the canopies that will cover the platform for the CAT buses as you'll see they're very curving gold wings is what we like to call them. They bring to mind movement they're forms that were used during the time that this building was originally built but they are also very contemporary of this time and so we were trying to capture that character but be contemporary at the same time. This is a view from the corner of Oglethorpe and Fahm Street and foreground is the structure for the trolley stop again as I said before the roof tee's from the existing canopy will be relocated to this area. Again the West end of the bus platform can be seen in the background. And this is a view looking directly East from Fahm Street as you can see the existing building is still virtually in tact; trolley stop structure to the right and the at West end of the CAT bus platform to the left. Right now we are wrapping up design development should be finished in a week and a half. The project is on schedule as far as production, we're on budget, we have presented to the Historic Board of Review, received favorable comments. It was found to be compatible and with the Historic District and with the project since then we have submitted to SHIPPO, we have the Memorandum of Agreement is still in tact and it will be modified to include and exhibit a photographic exhibit of the Oglethorpe Corridor showing how its changed throughout the years as well as the building interior. That's really all I have for now if there are any questions.

CHAIRMAN LIAKAKIS: Any questions? Bill.

MR. BROKER: Wasn't there—didn't I read something where there was some criticism from some of the historic folks about the sort of bat wing canopy?

MS. COGDELL: Well there was one question, but generally it was well received.

MR. BROKER: But I thought that was like on the state or the federal level, is that –

MS. COGDELL: No it was well received.

MR. BROKER: Okay.

MS. COGDELL: Oh, sorry. I was trying to hurry this along. This is the floor plan of the existing facility it's basically divided in thirds. The Eastern third will be occupied by Greyhound, the middle area is the public area waiting and then the Western third will be occupied by CAT administrative offices and services. The project will be phased so that Greyhound will be able to maintain their operations for the duration of construction. We plan on using the – for the majority of the interior petitions we plan on using a system called DIRT which is fabricated here in Savannah. It will help us to obtain some of our LEED credits that we are wishing to obtain and in addition it will offer a lot of flexibility so that as things change, you know operations change they'll be able to move the petitions around as needed.

CHAIRMAN LIAKAKIS: The blue rendition right there that's where Greyhound-

MS. COGDELL: That's correct.

CHAIRMAN LIAKAKIS: Okay, alright questions? Pat—oh Bill, go ahead.

MR. BROKER: I was gonna ask you what is that room that appears to be in the on our section on the west side on the north I guess it would be the northwest side. It looks like a conference table or something.

MS. COGDELL: It is. It's a large conference room.

MR. BROKER: Okay and how many people can sit around that table? I mean are there chairs where the space is represented?

MS. COGDELL: About 20.

MR. BROKER: Okay.

MR. REESE: Actually sir it's designed to be a multi-purpose room so the tables can be reconfigured from conference room to lecture, to class room and we'll use that for a variety of services particular like Board retreats or open to the public for ACAT meetings things of that nature. What we've incorporated into it is use – for community use as well as employee use and at the location there you have access for both your Teleride vehicles coming in fixed route so we'll have public hearings there and so on and so forth as well

as lecture. This past year Savannah – CAT hosted 3 or 4 federal training programs associated with transit where we actually went out and had to do hotel conference resorts to do it. Under the new set up we'll be able to host them on site.

MR. BROKER: Well I think it would be particularly helpful if there was a meeting site the public could go to and it was right there in the transit center. I think that's phenomenal.

CHAIRMAN LIAKAKIS: Okay Patrick and Wayne.

MR. SHAY: Quick comment, I think this is a – an absolute showcase for environmental responsibility, stewardship and the fact that you're also gonna be doing something that the State Historic Preservation Office continues to support. Our Historic Review Board has endorsed and would be a LEED goal just to, you know in a way I think it reinforces what I think of as our community's brand that we're about preserving the past, but also we're about preserving the future and I commend the architects for the design that we're looking at and the fact that it is remaining on budget and on track so after about 15 years of waiting I finally met Barbara Cogdell and life has been good on this project since. And I know you had a lot of help beyond that so it's not just you. The light blue portion over here that is designated for Greyhound, you all have interfaced with Greyhound and they're on board with the project and they like what they see too?

MR. REESE: Yes Greyhound – we've interacted with them, we've also filed a joint development agreement with FTA so once we have 2 more pieces of documentation to submit to FTA for final funding approval because I think at this point we've cleared all the local hurdles. We also have an agreement in principal with Greyhound for both acquisition of the properties as well as design.

MR. SHAY: That's like music to my ears. Thank you.

CHAIRMAN LIAKAKIS: Wayne.

MR. DAWSON: Yeah I had a question, in the green section there, is that fixed seating or is that movable seating?

MS. COGDELL: It will be moveable; Heavy duty moveable, you talking about in the lobby area?

MR. DAWSON: Yeah, okay.

MS. COGDELL: And this—again this is really schematic, we really plan on playing with that seating to make it less rigid, a little more inviting but this was just a study to see how many seats we could get in, okay.

MR. DAWSON: I didn't see any open spots so that somebody in a chair might be able to sit at different locations throughout.

MS. COGDELL: When we do the furniture and fixed equipment package for this that's one thing that we'll work with to develop really a more open – and we have a better idea of what Greyhound's needs are as well as CAT's needs so we do have really more room to open that up. One thing I did want to add too that I omitted earlier is we do have revisions for bicycle storage and we are also working with Chad to bring on a Bike Share program I think – I hope I'm not spilling the beans on that so I think that's a real exciting program that we'll be able to bring to the site also.

CHAIRMAN LIAKAKIS: Okay any other questions? Alright Barbara thank you very good—very much for that presentation. Next item is Item VI; Update from the Executive Director on government policy and operational issues related to the business Chatham Area Transit, Chad.

MR. REESE: Thank you Mr. Chairman. A couple of points of note at the last Board meeting the issue of passenger amenities has come up. We are in the process and I guess we are a couple of months into it, of developing a new passenger amenities program and policy that we'll bring to the Board for consideration. In there, we'll have design standards, standards for bus stop locations, shelter location; it will be programmatic in terms of the way we move forward with our passenger amenities program going forward so I just wanted to bring that to your attention, but it will be consistent. One of the things that we are waiting to finalize is hopefully I think it will be coming to the Board in August is a CAT branding scheme, CAT branding style along with our new marketing program is scheduled to come to the Board in August and at that time following that we'll move forward with a passenger amenities program that takes a strategic approach on how we do passenger amenities shelters so on and so forth not just now, but into the future. It will be our guiding document. Second of all, I have attached this House Bill 277, The Transportation Investment Act and it was important to note that one of the projects that we'd included in there is the Streetcar Light Rail System and that project was excluded from the final list for consideration, but it still remains with a number of bus programs in there including expanding bus service, park and ride locations, express bus service so on and so forth as was previously indicated. In terms of the federal program it appears as though the Senate is gonna be releasing within the next week a version of service transportation which will have a slight reduction, but be comparable to the program that the House is (in audible) as well. So its conceivable that we could have a six years service transportation funding program by the start of October 1st of this year. In terms of our performance ridership-

MR. BROKER: Quick question, I'm sorry Chad this unconstrained project listing is this everything we wanted or what we got?

MR. REESE: It is at this at this point it goes to the Executive Roundtable and the Executive Roundtable puts together the final list of the projects, but this is the list of the projects they can select from so it's far from what we initially wanted but we're still in the game and it would still change somewhat the way we do business.

MR. BROKER: So all of these are still under consideration?

MR. REESE: Yes as long as it's on the list.

MR. BROKER: Okay.

MR. REESE: It can still be removed from the list by the Executive Roundtable.

MR. BROKER: Thank you.

CHAIRMAN LIAKAKIS: The way it was set up Bill, what the state did was on that Bill 277 they set up a Regional Commissioners in the state of Georgia like ours consist of 35 cities and 10 counties and we're called the Coastal Georgia Regional Commission and we have our headquarters are in Brunswick and we meet once a month to go over all the specific items in Richmond Hill with all of the representatives. Now what has been distributed is a list of – that had – there was a very large list, in fact it was all of the cities and the counties that sent it in for our area it was well over \$4 billion and the way that this transportation tax set up is that is for a 10 year period of time and so what was considered and put into place was that after they did a lot of study that it would bring in probably \$ 1, 500,000,000 for the road projects in our 10 counties that we have and that's the way it's been set up. And what happened was as I said the \$4 billion there were so many projects sent in that it has been reduced to about \$2, 900,000,000 at this particular point and now we've got to reduce that down at the meeting that we discussed this last Wednesday in Richmond Hill is that we have to bring it down from that \$2, 900,000,000 to \$1, 500,000,000. So they'll be some more, you know, indications that these projects are in there and what happens is we send all of the counties and cities sent their—the projects that they wanted to Atlanta to Todd Long who is the Director of the Planning Commission for the state of Georgia Department of Transportation and now what we will be doing is going over that we sending the message to all the cities and the counties that we have to reduce our projects. Now and what they have done in each one of the set up you have the Chairman of the County Commission and on Mayor from that particular county is on the Roundtable so we've got 20 members; one chairman and one mayor from in there that's a roundtable and then there's an Executive Committee also and in the Executive Committee there are 5 members of the Roundtable plus the 3 Legislators; Jack Hill- Senator Jack Hill, House member Ann Purcell and let's see John Burns is the other House member so they work on the Executive Committee. Thankfully not only we have representation, I'm on the Roundtable plus the Executive Committee so we're gonna be talking some more hopefully if the, you know if anything changes that about the streetcar Chad was just talking about okay.

MR. BROKER: Thank you.

CHAIRMAN LIAKAKIS: Alright next –

MR. REESE: Also in terms of our Key Performance Indicators ridership continues to be up. We're up 16.1% year-to-date. Year- to- date we're carrying about 500,000 more passengers this year than we did the previous year. Farebox recovery is also up 6.47%, the complaints are down; the number of complaints per 100,000 passengers and ontime performance is up 2.5%, but also I must caution you on ontime performance because it

goes in line we're currently undergoing training and installation of the AVL system so we should get our first numbers in terms of testing every trip sometime within the next month and I'm somewhat concerned with what that initial number will come out to be, but the system is being installed currently as we speak as well as operators are being trained.

MR. ODELL: Chad may I ask you a question, would the difference be between the difference between sampling and totality? Once the system is installed every stop will be whether it's on time or not.

MR. REESE: Right, every time point.

MR. ODELL: Right.

MR. REESE: And yes sir, every time point within the system.

MR. ODELL: Whereas now it's a sampling. Yeah, the numbers are gonna go up, but that doesn't mean that they've gone up, it simply means that we're capturing more data.

MR. REESE: That's correct.

CHAIRMAN LIAKAKIS: Also Chad in Vox Populi this morning in the morning news it had a statement about one of the bus stops about the problems that people were having there, there's no – there's not one of the canopies or anything there and you might look at the because there's a number of people that do and so when you have the availability of more of those sheds for the people to look at that also as soon as possible.

MR. ODELL: I think it's in Helen Stone's

MS. STONE: It is, it is, it's gotta be.

MR. REESE: Okay.

CHAIRMAN LIAKAKIS: Okay next item, department's updates for fiscal year only the A; the Operations.

MR. REESE: Yes sir, the following departmental reports are submitted for your review just FYI and I'll entertain any questions you may have on Operations, Maintenance as well as our Marketing program.

CHAIRMAN LIAKAKIS: Any questions? Okay, anything else Chad is that it?

MR. REESE: That's it.

CHAIRMAN LIAKAKIS: Okay thank you very much we'll adjourn the Chatham Area Transit Authority and we gonna reconvene as the Chatham County Commission and

we'll need a motion on the floor to recess into Executive Session for land acquisition and litigation.

Meeting adjourned at 10:19 a.m.

Respectfully Submitted by:

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