

CHATHAM AREA TRANSIT
AUTHORITY

BOARD MEETING

OF

February 11, 2011

10:30 A.M.

CHAIRMAN LIAKAKIS: Good morning. We'll start now with our Chatham Area Transit Authority and I call the Transit Authority meeting to order now and I call on the Secretary Patricia for the roll call please.

MS. HAWKINS: Good morning. Chairman Liakakis

CHAIRMAN LIAKAKIS: Here

MS. HAWKINS: Dr. Thomas

DR. THOMAS: Here

MS. HAWKINS: Ms. Stone

MS. STONE: Present

MS. HAWKINS: Mr. Holmes

MR. HOLMES: Here

MS. HAWKINS: Mr. Shay

CHAIRMAN LIAKAKIS: He's here

DR. THOMAS: He's here

MS. HAWKINS: Mr. Farrell

CHAIRMAN LIAKAKIS: He's here; he just stepped out for a moment. He'll be right back.

MS. HAWKINS: Mr. Odell

CHAIRMAN LIAKAKIS: He's also in the building.

MS. HAWKINS: Mr. Gellatly

MR. GELLATLY: Here

MS. HAWKINS: Mr. Kicklighter

DR. THOMAS: He's here

MS. HAWKINS: Mr. Broker

MR. BROKER: Here

MS. HAWKINS: Dawson

MR. DAWSON: Here

Also present at the meeting was Ty Butler, Kevin McDonald, Mike Ake, Chad Reese, Rahul Kumar, Russ Abolt, Linda Cramer, Ken Duncan and Patricia Hawkins.

CHAIRMAN LIAKAKIS: Okay all of the members of the Transit Authority were disseminated—they had received the minutes from last Transit Authority meeting. We need a motion on the floor to approve the minutes of January 14th.

MR. BROKER: I move for the approval.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second. All in favor signify by raising your hand. Motion passes. We don't go on the board in case we have some people in the audience again. We have additional people in addition to the nine members of the Chatham County Board of Commissioners who are also on the Transit Authority so we don't have a board up there that will take all of those. So that's the reason why we raise our hands and the approval or disapproval do not go on the board. Okay under new business; the review and receive comments on phase 1 of proposed service plan that has been completed as part of the Comprehensive Operational Analysis that's currently being drafted. Chad you want to introduce--

MR. REESE: Yes as part of our –the –CAT's contract with Veolia as part of one of the requirements Veolia agreed to conduct a Comprehensive Operations Analysis and what we have now is the first phase –presentation of the first phase of the Comprehensive Operations Analysis to the Board. The process we are hoping to receive comments back from the Board.

CHAIRMAN LIAKAKIS: Okay.

MR. KUMAR: Morning folks. We are getting our presentation up in just a second, but I'll give you a little bit of our view. It's been about—

CHAIRMAN LIAKAKIS: Do this because you might not have picked it up. Barbara, give her your name for the records.

MR. KUMAR: Absolutely. My name is Rahul Kumar I'm with Veolia Transportation hi. I was here back – actually this isn't the presentation. We can get it up. I'll just give you a brief overview. (Pause) Give you a brief overview. Over the last four months we've been working very diligently to complete what's called this Comprehensive Operation Analysis and it's a lot of transit jargon but basically we were looking at ways to improve the system, improve the daily commutes of the customers who use the transit

system today. And what we've done, and you'll see that in your Board report is broken up the preferred service plan into 3 phases and what you have in front of you today is the first phase and what may at first glance look like some minor changes, what we've really done is reduce travel time, improve the directness of the routes for over 80% of your riding population today. So that's what phase 1 is really about and it's being done at almost little or no cost. And so what we're doing today is presenting the conceptual plans to you and requesting approval to go out into the public into the community and present it to them and then come back to you with the final option...so. Okay perfect. So as I mentioned, this is where we are today. I was back here in October presenting the original presentation when we talked about what we're gonna do next. We've gone through the first couple of phases which is Data Collection. We had folks on the buses counting passengers, we had surveys handed out. We analyzed all of that and its all part and parcel of this Preferred Service Plan or PSP. I'll talk about the next steps as we go through the presentation. So our Preferred Service Plan as I talked about a little earlier, really the goal here was to stay within the confines of the existing budget. We know that transit funding around the country has been restricted and we know specifically in Chatham County that we don't have limitless resources. So the approach here was how can we do more with less? Or at a bare minimum; how can we do more with what we have in front of us? And that's what we've hope to have achieved in this Preferred Service Plan. Again like a mentioned earlier we tried to improve the directness. We talk about directness being point A to point B. Now a number of routes go from point A to point B but have several stops in the middle and through our Data Analysis we were able to see how many folks are actually getting on in those deviations as we like to call them. And if it isn't a significant number or if we can serve those folks in a different fashion that's both more convenient to them as well as saves the transit agency some money, you actually improve 90% of the riding population on that specific route and I'll go into some details. Phase 1 is what I'm presenting today. It really incorporates the first 3 years of the COA plan and again these are gonna be your low hanging fruit. These are the ones can we address this right away and can we do it as cost effectively as possible. What we have done here is actually introduce new express service which is something we believe the residents of Chatham County really need. And we believe it's gonna have a lot of benefit. And we've also incorporated in the new Transit Center service. We don't know what the new Transit Center is gonna look like until it's gonna be completely done, but we have a couple of scenarios here that we're gonna present that will both move some of the buses off of Broughton, increase some of the thru traffic around downtown, but still provide the same high frequency service around that area. Please feel free to stop me any time if I start talking a little to fast. What I'm gonna go through here is a route by route changes and some of these you'll see that it's a very minor change, some of these you'll see it's a pretty significant change you might hear terms like cancellation but I'm gonna hopefully be able to tell you how we are actually making up for some of the reductions with improvements. Route 4 is one of the routes that we actually believe we can make immediate changes to and that's as early as June so 4 months from now we're gonna be able to take out this little deviation on Staley. It'll be served by other routes. We found that there was almost no-one riding through that section and make Route 4 a lot more direct.

MR. SHAY: Before you leave that.

MR. KUMAR: Yes.

MR. SHAY: At each of these stops you have this box down here that says “revenue hour changes weekdays, Saturdays and Sundays”.

MR. KUMAR: Sure.

MR. SHAY: On this first one it has the word hours after it and then some of the later ones the word hours disappears, but could you explain what that means in practical terms because I’m not sure I understand it and I ought to.

MR. KUMAR: Sure. What we call hours is basically when a bus is out in what we call revenue service and we’re picking up passengers that time is an hour. So any amount of time that the bus is actually picking up passengers we call it hours revenue hours where folks have the ability to get on and off. That’s really how we can translate this directly into our budget. So if we reduce hours we actually—it has a ripple affect of reducing maintenance cost, fuel cost, life cost of the vehicle depreciation it’s the—

MR. SHAY: This chart that says 6 hours on it, I presume that means plus 6 hours.

MR. KUMAR: Yes.

MR. SHAY: Is that 6 hours per day? 6 hours per week? 6 hours per month?

MR. KUMAR: Correct.

MR. SHAY: What is that? Well its not gonna be all three.

MR. KUMAR: We’ve broken out each table. You’ve got 6 hours per weekday.

MR. SHAY: Okay per weekday.

MR. KUMAR: So total here you’d have 30 hours per week added.

MR. SHAY: Gotcha.

MR. KUMAR: Per week Monday thru Friday. And then you’d have an additional half an hour added on Saturdays and then an addition .1 hour that’s like 6 minutes on Sundays. And so you’ll see that in every single slide and at the end we’ve summed everything out so that you’ll actually see what the net impact will be. And it is a net reduction, but I’ll talk about how we plan reinvesting that service in the next slide.

MR. SHAY: So on this graph then it would be 6 hours of additional revenue per weekday.

MR. KUMAR: Per weekday.

MR. SHAY: Gotcha, thank you very much.

MR. KUMAR: No problem.

MS. STONE: Thank you.

MR. KUMAR: As you can see here this is the new Rout 4 where if you flip back to your previous slide, it's much more direct. We'll actually be serving, again this is about 80% actually about 85% of the ridership is along this central corridor. We'll still have a separate route to serve the Staley area and so the folks who may not have Route 4 service when this goes into place will have an alternative. Again this is a pretty minor change on paper, but has a pretty significant change when we talk about Route 3 after we talk about Route 2. We're only adding 2.75 hours Monday thru Friday each day an additional 1.2 hours on Saturdays, but what we're doing here is Route 2 is really being increased slightly, but also it's going to be taking over portions of additional routes which is Route 3 and this is where I was talking about the deviations. The deviations are really time syncs where if you've got a route that goes again from point A to point B and a 100 people get on from point A to point B and say we've had a couple of calls or things like that at a point in the middle where they can have service added there but only 5 or 6 people are going in that section. So you're basically delaying the 100 people who go from point A to point B for a few people – sorry I keep hitting the mic – few people in the middle and so our goal here was to reduce those deviations. And so Route 2 again a real minor change we're actually adding service onto this route to account for what I'll show you in the next slide. Which is Route 3 the Hudson Hill area the North Lathrop area will all be served by that Route 2 that additional service and so while there are no changes in hours on this Route 3, we're actually improving the travel time by about 20%. So where it use to take you 45 minutes to get to end to end, it will only take you about 36 minutes. So you know if we could say—if I could tell you if it takes you an hour to get to work everyday and now all of sudden I'm gonna take 12 minutes off of that and now it only takes you 48 minutes. I think we'd all jump at that opportunity especially if it comes at absolutely no cost. This is the new proposed Route 3A again much more direct you don't see a lot of those little jogs in and out into the communities. Beyond just the time deviation there is some concern about some of the street widths. Savannah has a lot of narrow streets and so the more we can keep regional transit service to the major corridors without inconveniencing the folks who actually need it the better. Route 3B very similar; take a look at the jog in the northwest corner there and when I show you the new proposed Route 3B again no cost for this change but 20 to 30% time savings. Route 6 here again a very minor change. One of the things we found when reviewing the system was we have this concept of headways which is the bus comes every 30 minutes or the bus comes every 15 minutes or the bus comes every hour well in some cases the bus comes every 48 minutes or every 52 minutes and so it's very hard for folks who want to really have some predictive scheduling to say "well the bus comes at 3:52 or at 4:00?" So what we tried to do in all of these cases was standardize the headways. Again, people take transit to get to a certain location. So we want to get them to work at the time they

need to get there or we want to get them to shopping when they need to get there and their doctor's offices, but we also want them at the end of their trip to have a predictive schedule on the way back and so that's what we really did here. We standardized how frequently the bus comes and we've added some earlier service to account for some over crowding in the morning. This is—cancel and eliminate are ugly words and so before I talk about canceling or eliminating I want to talk about what this actually means. Route 11 is your 3rd least productive route in the system. It is it carries what we call passengers per revenue hour and Chad's gonna talk about Key Performance Indicators a little bit later but when we talk about passengers per revenue hour that's a good indicator of how productive your system is. How many people are you carrying for hour that you operate service. This is again your 3rd least productive route. We're carrying just under 13 passengers per hour. System wide I think we are about 19 or so. So what we looked at here is, okay this is not a route that works really well so how can we make sure the folks that actually use it have alternative services if we cancel it and how can we improve travel times on other routes; So we looked at this route; looked at the data and the majority of the folks who take this service go to Candler Hospital; so an obvious destination. Well we found that we can actually restructure one of our other routes—two of our other routes to serve Candler Hospital and we can do it much more frequently, we can do it with less travel time and you can do it by saving a considerable amount of time. And so the initial proposal conceptually we're looking at canceling Route 11 and replacing it with the Route 14. Now when I talk about your 3rd least productive route on the 11 the 14 is your most productive route. It is by far – it's your winner. We want to build off of this and as we talk about phase 2 and phase 3 Route 14 is really gonna play the center piece in our future improvements. We're talking future express service, future bus rapid transit hopefully lots of improvements that incrementally will affect 60% of your daily ridership. I mean people if they're not riding the 14, they're connecting to the 14. If people – you know you've got major businesses you've got Oglethorpe Mall, Savannah Mall you'll eventually have Candler Hospital major what we call trip generators along this route. So what we've proposed to do is really invest in the Route 14 immediately with our phase 1 service plan. We are creating the 14 and 114. The 114 will be an express service. So not only are we reducing some of the travel time for folks who take the regular 14, but we're also making it so that people who travel around a certain segment which you'll here between those two blue dots that's where I'd about 70% of your ridership is along this route. These are your through riders; these are folks who are traveling along this segment so they don't need to stop at every block. They don't need to stop at the gas station and 50 feet later stop at the McDonalds. They want to go from that top blue dot in the north in downtown all the way down to the bottom as quickly as possible and that's what this 114 will do. This will cut down the travel time significantly and also it'll extend out to Candler Hospital so the folks who took the 11 yes, they're gonna be inconvenienced because they don't the 11 at their doorstep anymore, but if they walk less than a quarter of a mile away they can actually get to Candler faster than when they could with the 11. And so we think this is gonna be a real big winner. We haven't done the ridership projection as of yet on the 114, but this can easily save 30% of your travel time and we've results of 5 to 10% 15% almost increases in ridership by just reducing travel time. And so this is your big ticket while we were saving 28 hours on the 11, we're actually adding 17 hours a day to the 14; 1 hour on

Saturdays and then 3 hours on Sundays. 13, 20 and 31 this is a very minor change. What we have done here is you got 3 routes that are already called interlined. It's served by the same bus they just change their head sign, they're doing different things. We want to make it easier for folks to know what is the route that goes through this area; what is the easiest way? Do I take the 13, do I take the 20 do I take the 31? They all go to the same place basically and so we're combining those 3 into 1 and again reducing travel time using all the resources you have from 3 routes and putting them into 1 so hopefully increasing some frequencies and then also reducing some of the deviations. So this is the 13, that's the 20 that's the 31 and this is the proposed new route so you'll see that we – it's hard to tell from here, but in your packets you'll see that we really we haven't lost any of the existing service area. Everyone is still being served by this new route. The one big benefit here is that we can really really focus in on 1 route to improve as oppose to 3 little minor routes. Route 29 minor change, we found that there is a demand to go to the Transit Center out west and so that's what we've done. We've extended the first trip. This is gonna bring more commuters into downtown. This is gonna get hopefully some tax dollars into downtown from the folks that are out west at least in the early morning. Okay so this is the fun part of the presentation the conceptual part. It's easy working with something that hasn't been created yet because you really get to be as creative as possible and we hope we've done that. We've created 2 scenarios for this new Transit Center and we're all really excited about it. We think that a new transit center at least in a close proximity to downtown will have a huge impact to bringing folks who may not need to be in downtown right now but bringing folks near that area where it would take them 45 minute an hour to get there currently. If we can get them to a transit center quickly and then into downtown without putting 30, 40 buses doing the same thing we think that's a great benefit to the downtown district, to the passengers as well as to the businesses. And so we've come up with a couple of scenarios; 1 is to create a circulator. You've got 6 different shuttles or something like that that go through downtown right now so scenario 1 will take us the full 12 months to really flesh out figure out okay we've got the CAT, the DOT, the Liberty. We've got private shuttles, we've got a trolley. How can we add another shuttle into that without adding resources and improve the service and reduce the confusion and that's gonna take us a little bit of time but we've got a conceptual downtown shuttle in scenario 1. Scenario 1 the other impact is it reduces up to 75% of the buses that travel along Broughton and I know that was a key thing that the Board wanted us to look at was how can we reduce buses along Broughton but still provide service and that's what scenario 1 does. It does have costs, we're estimating anywhere from \$250 to \$300,000 a year to put in new service for the downtown circulator, but if we can save some money in phase 1, we can use that to invest it into the downtown circulator and to additional service. Scenario 2 is a lot more like what we see today. It's only a reduction of about 8 buses. It does include a downtown circulator it's a little bit different frequencies and so scenario 2 could easily be what we start with and then maybe go to scenario 1 when we have some additional funding. So the net result of everyone of the changes we talked about is a reduction about 3 hours per day, 14 hours on Saturdays and then 3 hours on Sundays. The important thing to note here is since we're presenting this conceptually to you, I fully expect that when we go out to the public when we hear feedback those numbers will be zeros by the time we get back because folks will come back and say hey we do want additional service here or we do want

another trip here. We may hear about something from the public that they're really interested in seeing and that'll require us to put some resources. So the ultimate goal of phase 1 of the plan is to hopefully save a little bit of money but go to zero as best as possible.

MR. SHAY: We have time for comments?

MR. KUMAR: Absolutely.

MR. SHAY: First of all thank you very much for presenting us a comprehensive look at something that as Board members we have to deal with intuitively so to say if somebody calls us and says the bus wasn't there one day, that's about what we get. So the fact that it's designed to be overall more efficient and provide, once people get use to it, better customer service is very attractive I think to me at least and I suspect my fellow Board members up here. In looking at it overall, excluding for a second this last thing about the Transit Center piece because that theoretical at this point. The other changes those are at least expense neutral or maybe a little better than that based on what you just told me right?

MR. KUMAR: Absolutely.

MR. SHAY: The plan you presented is not gone cost us more to operate it might even cost us a little bit less if things go well and it has the opportunity to enhance revenue you think that more people will ride?

MR. KUMAR: I do. I do. I absolutely do when we reduced hours and that's why I didn't we're reducing money or we're cutting ridership. When we're reducing net hours the impact – the intent was actually to improve the service.

MR. SHAY: Right.

MR. KUMAR: So make it less mandery, if that's a word, but increase revenue.

MR. SHAY: The last thing I'll point out is I had the opportunity in the fall to teach as an (inaudible) Professor at Savannah Technical College and it was my observation when I was that that place is buzzing with activity. There are a lot of people that are trying to figure out how to repurpose their careers or move from an undergraduate college degree that didn't lead them to a career into a technical field. And I wonder if it's not possible to see if there aren't more ways to serve Savannah Technical College better. It's really one of those steps on the ladder up that could really be an enhancement for a lot of our young people and other folks who are going through employment transitions right now.

MR. KUMAR: Absolutely. We'll as part of the next phase we will actually go out and meet with them and see what we can do.

MR. SHAY: Thank you.

CHAIRMAN LIAKAKIS: Helen

MS. STONE: Thank you Mr. Chairman. I'm along with Commissioner Shay, I'm very grateful for this report. I don't know when the last time we did a complete analysis of these routes and Wayne brought up a very good point and I don't know if it's possible, I'll go ahead and say what we were talking about is that with this express route which I think is going to be phenomenal, would there be a way to preempt the traffic lights to make it ever quicker to get people from the area the Southside to downtown as quickly as possible? I don't know, I think it would be something we should look at. But I think it's—I mean I don't recall the time that I've been on this Board that we've ever looked at this thing comprehensively and studied what routes are productive what routes are not productive and how we can utilize this service to the best of our ability and to the most cost efficient way. So I'm thrilled about this, this is really good thank you.

CHAIRMAN LIAKAKIS: That's good Helen, but to let you know that the city engineer the traffic engineer has set these up and there have been request in the past about these particular lights. But the way that the traffic moves that's the way they go not just individual whether is bus service or something and it's very unlikely that they will change those lights unless it shows the traffic flow for overall movement of the vehicles will be advantageous so and I'm familiar with that, it's just almost impossible at this time to get that changed, but I'm mean that's a great idea. Alright, James.

MR. HOLMES: Thank you sir. Nice presentation and I enjoyed it. You just mentioned just now that you're gonna increase ridership.

MR. KUMAR: The hope is that absolutely to increase ridership. We think the 14 will have a big impact.

MR. HOLMES: Who are we trying to attract? And where would this ridership come from?

MR. KUMAR: That's a loaded question.

MR. HOLMES: I know it loaded.

MR. KUMAR: Everyone, no honestly as part of our COA we did a market research study which is: who's riding, where they're going, why are they going to where they're going. The demographic analysis shows that the majority of folks are riding to and from work. So without saying we are trying to attract commuters, a commuter is just someone that goes to and from work. Whether they work at Savannah Mall or they work downtown – two different things. We are trying to attract the daily user and improve their regular commute today. Going forward we can talk about choice riders, we can talk about folks that may not use transit because they have better alternatives, but in phase 1 of the plan really the immediate impact is to improve the daily user today.

MR. HOLMES: Any plan to attract the business world?

MR. KUMAR: Yes. Yes absolutely, I'd love to get—and that's what we call the choice rider the folks who have the ability they have a car they're parking downtown, they may walk. How can we make the choice for them to be transit? I think a BRT something sexy, something more convenient has that ability to attract the choice rider. At this point right now working with the budget constraints I believe our immediate impact needs to be to the daily commuter. It's called latent demand the folks that are out there currently that can use the bus and should use the bus but don't because the bus is not convenient, the bus doesn't come when they need it, the bus doesn't come as frequently as they need it. That's who we're gonna address first and foremost. The folks that are out there that should be taking transit and then the next step is the business community. Hope that answered your question.

CHAIRMAN LIAKAKIS: Okay a couple of things in this area, I mean that's really good that you did all of this, it really helps it shows efficiency and movement and all of those kind of things, but there's two things that need to be done so that the general public will know that and it'll help. One of them is to use channel 16 Chatham County television channel. Use channel 16, you can get with Pete Nichols who is our PIO Officer and discuss it with him and then make up some slides and whatever's necessary so that the people to there because and then we can get him maybe in the beginning a little bit more frequent than others so that it'll go out. In the other area to see about putting that in the newspaper they been helpful in another thing cause the Savannah Morning News they have the time – they have the space where you can put that in there and get the cooperation with them so with our 16 and that we've got great tv stations and all but they just don't have the time to show for a lengthy period of time all of those particular route changes for the efficiency so if you will get with that and Chad see that that's done. Okay thank you very much I appreciate that.

MR. KUMAR: Mr. Chairman I just have one final slide—oh, I'm sorry I apologize.

DR. THOMAS: I just wanted to – the Chairman alluded to the fact about the channel 16 I think that is great and if possible if you can get with other media in terms of not just the Morning News, but like you have the Herald and the other papers that people read very widely will be very helpful as well. I am very much interested and I'm very happy to see what you have presented here this morning I think you're on the right track and hopefully we can make transit much better and more acceptable to the people for ridership.

CHAIRMAN LIAKAKIS: Yeah that's good those other two newspapers the Herald and the Tribune, but one beyond that I didn't think of it just now but Savannah has a government channel 8 and I can talk to Brett Bell over there so you can get with him also to put those out so we'll have the City and the County government channels putting that out.

MR. KUMAR: Great and that's actually – it's a great segue into the next steps which is the last slide because our next step is public outreach and channels 8,16, Herald, Morning News we're gonna have to reach out to them and get the word out about this and that's what's really gonna happen over the next month and a half, six weeks, eight weeks is we

want to get as much feedback as we possibly can on these changes and if we miss something, which I'm sure we did, we want to make sure we get that in here. And this is not the last—this wasn't a formal report that you got in front of you; this was just a presentation. You will actually be getting a formal written report that includes our market research, our market segmentation, your route productivity all of that as part of your April board packet if we can make it to April. That's what we're really shooting for, but at that point you'll also be approving phase 1 of the changes. So that's where we stand today. We'll obviously be out in the community the next 6 to 8 weeks and I'm sure any comments any questions you have you can forward to me directly or through Chad we have an open line of communication. So thank you very much.

CHAIRMAN LIAKAKIS: Thank you. Appreciate that. Item 2 review and receive comments on conceptual design and circulation plan for the CAT Intermodal Transit Center. The conceptual design and circulation plan will be presented by Cogdell & Mendrala followed by the staff recommendations, Chad.

MR. REESE: Yes thank you Mr. Chairman and members of the Board. We have architectural firm that would like to give a presentation on the conceptual designs as alternatives for the Downtown Intermodal Center. As was completed as Task IV of this project.

MR. COGDELL: I'm Don Cogdell of Cogdell & Mendrala Architects. I think we're getting back online here. We have—we submitted this binder just a few days ago I guess last week. Y'all all have that? And I'm here to go over the preferred plan. We're gonna go through that. It includes all the images that you already have but we've added a few images that may help (in audible). I'd like to begin with the architectural site plan that shows you the existing site the existing building the block in yellow. And then the street boundaries. To the west we have Fahm Street which connects to Bay Street and beyond to the south we have Oglethorpe Street, to the north is Yeoman, to east is Ann. Looking at the site in a larger configuration a larger scale, you can see that we're keeping the existing Greyhound facility. We are making some slight modifications to it with the exterior the interior will be gutted and redone completely. But the exterior we're removing just a portion of the building on the northwest corner and a canopy that goes all the way along the back --- excuse me, can y'all hear me now?

CHAIRMAN LIAKAKIS: Yes.

MR. COGDELL: Sounds like a commercial. And we're also removing a canopy along the back of the building. A lot of these materials are gonna be reused to be for construction on the site which we think is important for this particular site project or any project for that matter. The transfer platform is to the north of the existing building separated by a bus lane. This configuration allows for buses to come in and out of the facility without being restricted by other buses, independent use for each bus which works out quite well. The Greyhound facility the 4 spaces to the east of the existing building and then we have some lay-by spaces that will be provided on Yeoman Street. The plaza to the west and a plaza to the east and the plaza to the west will have a trolley

canopy for services for the trolley that will some day come down Fahm Street. And this is what I was talking to you about earlier the materials used for this particular element on the site are Double-T construction beams concrete beams that were on the back of the existing building. They'll be removed and used in part to build this new canopy for the trolley loading. Well you can see also in this picture, I might as well tell this too, the transfer platform canopy very different very contemporary leaves the traditional forms of that building which was the Greyhound station which was a post – new modernism type of structure and this really steps into the future as so many facilities like this throughout the world transportation facilities or leading architectural movements. As we go forward you can see once again the trolley canopy how it relates in scale and very similar kind of mimics in some and goes beyond but the current entry to the Greyhound facility. Yall feel free to interrupt me anytime. And then from the east you can see the overall facility. The canopies to the rear to the north are the CAT transfer platform canopy. The ones to the east and to the south or the Greyhound canopies and they're very different in style but they live together well on the same side. We wanted Greyhound to have their own identity and CAT to have theirs as well. So I've included in these next few images that I think kind of help show some of the concept of this building and the forms and where we're headed with this. As you can see that the CAT canopy to the right in this particular picture it has a scale, there's a lower ceiling in there a lower canopy that relates to human scale and then the kind of sweeping canopies relate both to human scale and then they go up higher for the buses to get under them so it's a graceful transition from human scale to the bus scale-bus circulation excuse me.

MR. KICKLIGHTER: Can I ask a question?

MR. COGDELL: Sure.

MR. KICKLIGHTER: Are they high enough for double-decker buses to under there if we ever have a double-decker bus?

MR. COGDELL: I don't know that answer. I'd have to check. We have a transportation consultant and if that's an issue that we need to address we can certainly do that.

MR. KICKLIGHTER: I was just thinking if you planning for the future you might need one (in audible).

MR. COGDELL: The Greyhounds are I'm sure (in audible). The next slide it shows you the transportation lane for the buses and it's this transitional element that goes from the old building to the new canopies. Once again it's picking up on that kind of graceful transition from human up to the higher canopy of the bus platform. The next slide is the—just a quick view of the Greyhound platform the Greyhound loading area. You can see there's a higher canopy to cover the buses but a lower canopy for human scale and it relates to the existing facility more construction and concrete rather than the—this next slide which shows you more of a steel construction for the CAT ridership platform. We're thinking about a polycarbonate type of roof structure there that would let light in on the lower canopy and all the high canopies would be a metal roofing material. This

next slide gives you a little idea of the difference in structure going back to the concrete which relates more to the existing Greyhound facility and I believe they live quite well together on this piece of property. We're excited about; this is the end of presentation; we're excited about this facility and we think it—we represent one of many people. It's a very extensive team of consultants and engineers like I said we've had William Bashire an Intermodal Transportation Consultant that has a lot to this project, we appreciate their efforts.

CHAIRMAN LIAKAKIS: Don you're familiar with historical, you know the things that they have in that and from what I am understanding at this particular point the existing Greyhound bus that you'll be working with that so that will help with that historical keeping.

MR. COGDELL: Absolutely. Not only that, we are working not only to preserve the historic elements of the Greyhound bus station, but we're working with Historic Savannah, the MPC and we will be working with Veolia our client and the Greyhound people to make sure everybody can live happily on one site together.

CHAIRMAN LIAKAKIS: Okay good thank you appreciate that. Okay item III—

MR. SHAY: Excuse Mr. Chairman I'd like to say –

CHAIRMAN LIAKAKIS: Okay go ahead Patrick.

MR. SHAY: Actually what I'd like to do is go ahead and make a motion that we as the CAT Board adopt the alternative that was presented to us today which was for the preservation of the existing building and the additions that you see here to be the preferred alternative so that we can give direction to Mr. Reese and his staff that we want to move forward with that and be as expeditious as possible so that we can get the project rolling forward. For the record the alternative which would have been to demolish the building was about \$1.2 million more expensive so this was a very economical approach. It saves the historic building and I think it actually gives us some room to grow on as we go forward. Another thing I'd like to point out is that Mr. Reese was I think fundamental in making sure that paratransit was completely integrated into the plan so that there would also be the modality of paratransit as well as transit.

DR. THOMAS: I'd like to second that. It's been a long time coming believe it or not (laughing) it's been dealing with this thing for a long, long time. I was thinking one time I was thinking that I would never see it, but anyway I'm happy and I'm really intrigued with what I've heard here this morning. Thank you so very much.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second all in favor raise your hand. Motion passes. Item III to approve a request from staff to expand the scope of service in contract – oh are you still on the same subject?

MS. MEUNIER: Yes can I just make a quick comment on number 2?

CHAIRMAN LIAKAKIS: Okay go ahead.

MS. MEUNIER: Danielle Meunier representing Historic Savannah Foundation at 321 East York Street. I just quickly want to say that Historic Savannah Foundation supports the new location of the Chatham Area Transit transfer station and we are in favor of the rehabilitation option which not only saves, but adoptively reuses the Greyhound bus station. We appreciate being consulted by both designers and CAT and we look forward to further refinements of the plan and continuing dialogue with these parties. I also just quickly want to bring to the Commissions attention the efforts of Historic Savannah and our representative group, some of which are here today, on the issue to save the existing orange bus stop signs in the Historic District. We've been working to reach a solution that saves the existing signs and yet addresses the rider's needs and CAT's branding needs. We are encouraged by the new director of CAT Mr. Reese and look forward to reaching a preservation solution not unlike the Greyhound bus station. Thank you.

CHAIRMAN LIAKAKIS: Thank you now.

MS. MEUNIER: I also have some buttons to distribute among you.

MR. REESE: Mr. Chairman.

CHAIRMAN LIAKAKIS: Give her your name for the record over there and who you represent. Okay item number III; to approve request from staff to expand the scope of service in the contract awarded to Cogdell & Mendrala architects for professional architectural and engineering services for the CAT Intermodal Transit Center, Chad.

MR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: No, you go ahead tell us about it and then I'm gone call on Patrick.

MR. REESE: Okay, in March of 2005 the CAT Board awarded the initial contract for the design of the Intermodal Center to Cogdell & Mendrala. We've gone through 4 tasks and this final task that staff is requesting is for final engineering design architectural engineering up to permitting for the construction of this facility.

CHAIRMAN LIAKAKIS: Okay, Patrick.

MR. SHAY: Mr. Chairman I'd like to make a motion that we adopt the recommendation from staff and amend their contract to move forward. Cogdell & Mendrala has been an outstanding architectural firm here in our community for quite some time and I'm very proud to say again Savannah designers lead the way.

DR. THOMAS: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second, all in favor signify by raising your hand. Motion passes. Item IV; request Board approve the disposal of nine surplus vehicles, Chad.

MR. REESE: Yes sir, CAT is in receipt of some new vehicles it's purchased through earmark. As a result it gives us the flexibility and the option to retire some of our aging fleet. The FTA useful life for a vehicle is 12 years or 500,000 miles. We're requesting approval to retire 1996 Gilligs with an in excess of 1million miles on average.

CHAIRMAN LIAKAKIS: Okay when you say to dispose of in what method would you use to dispose of them?

MR. REESE: We would take part in the Chatham County auction and at which if less than \$5,000 is received that funding stays here as part of CAT's budget. In excess of 5,000 80% has to be returned to FTA, but it would be auctioned off at a public auction.

CHAIRMAN LIAKAKIS: Let me ask you this because we know it has been tight for the vehicle that you had you know because some of the older vehicles as you also know too that were breaking down and it was tough sometimes to get another vehicle to replace that one the older one that was out in the field. Do you have a couple of auxiliary buses that you can use that or you might want to consider maybe 1 or 2 of these also for auxiliary?

MR. REESE: Well actually we have 12 buses that are eligible. We have new buses that have been received. We will retain some of the buses for possible recondition as we move forward with our Comprehensive Operational Analysis to see if they're some markets out here if there's a market for the universities that we could rehab a bus and use it for a university specific operation in and around town. But that's yet to be determined. But we're fairly confident saying that at this point 9 of them are due for retirement given the age and condition of those vehicles and the best of them we decided to retain and we'll appeal to the Federal Transit Administration for a contingency fleet for those vehicles.

CHAIRMAN LIAKAKIS: Okay we need a motion on the floor.

MR. HOLMES: I move for acceptance please.

MR. FERRELL: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second. All in favor signify by raising your hand. Motion passes. Next item, request Board approve staff request to expand the scope of services in the contract awarded to Post, Buckley, Schuh & Jernigan, Inc. for facility needs analysis and conceptual design of CAT's 900 East Gwinnett facility, Chad.

MR. REESE: We have an existing grant for the FTA to renovate the existing operations facility on East Gwinnett. As part of this we've completed a conceptual design facility analysis and we're for extending the contract with Post, Buckley to complete the final engineering design hopefully we can get that project under construction this year as well.

CHAIRMAN LIAKAKIS: Okay, need a motion on the floor.

MR. DAWSON: So moved.

MR. BROKER and MR. FERRELL: Second.

CHAIRMAN LIAKAKIS: I have a motion on the floor and a second. All in favor signify by raising your hand. Motion passes. Item VI; present grant funding matrix that includes grant funding available as of January 2011 for both federal and the state agencies, Chad.

MR. REESE: Attached to the Board I think is a follow-up request for some information that we presented – staff presented. At the end of last year the existing grants matrix and you asked for us to come back in a different format and the format that you have before us is the original grant, the current balances and broken down by projects whether it's for our transit center, facility modification, maintenance as well as bus shelters, passenger amenities so on and so forth. So the projects with the corresponding grants are there for your review.

CHAIRMAN LIAKAKIS: Any questions? Need a motion on the floor.

MR. BROKER: So moved.

CHAIRMAN LIAKAKIS: okay.

MR. ODELL: Do we just accept this as information, do we need a motion?

MR. SHAY: It is for information.

MR. BROKER: It's really no action.

CHAIRMAN LIAKAKIS: Okay.

MR. SHAY: It's for informational purposes.

CHAIRMAN LIAKAKIS: Okay then we don't need that then withdrawn. Item VII: to present the Chatham Area Transit Interim Financial Report for the six months ending December 31, 2010 to the Authority.

MR. ABOLT: Mr. Chairman and Members of the Board Linda Cramer, Finance Director for the County will make the presentation.

MS. CRAMER: Good morning. Before we get into the interim report, we do have the external auditor for CAT here today. He's come back as requested from the last meeting and to answer questions you have on the June 30, 2010 audit report Ken Duncan. Ken could you come up please. I realize this item is not specifically on your agenda but we did want to give you the opportunity to ask any questions that you had.

CHAIRMAN LIAKAKIS: Any questions for Ken now as you remember we had that information that we wanted to see about.

MS. STONE: Mr. Chairman I don't really have any questions, I just—I'm sorry to ask you to come back but I didn't want to approve something before I had the opportunity to read it. And I've read it and I really don't have any outstanding questions, but I just wanted to make sure that I did what I was supposed to do before I voted on something.

MR. DUNCAN: I understand.

MS. STONE: Thank you.

CHAIRMAN LIAKAKIS: And you always do a great job your company does in the auditing and we appreciate that and do it efficiently and quickly cause it's very important that we have that information so that we handle our finances properly.

MR. DUNCAN: Thank you very much.

CHAIRMAN LIAKAKIS: Okay, thank you.

MS. CRAMER: On to the interim report. As you know Michael Kaigler and I are charged to kind of oversee the operations of the Authority so right now with Veolia coming in you have the Veolia piece of operations which you've been hearing about today and then you have our little part which is overseeing the Authority and the transactions related to that. In putting the interim report together which is a six month report, Michael and I worked with Chad and with Terri Harrison who is the Veolia Finance Director to try to give you the best view point and best information that we could. And what we're seeing here at mid-year, I mean everything looks pretty good. You've gotten a lot of your property tax revenue in which a similar situation to what you see on the County side. We are seeing some short falls in some of the revenues that were budgeted. The main one is the preventive maintenance revenue and we're looking at possibly a short fall of up to 700,000 by the end of the year in that category which is gonna put us in a tight cash position we think by year end. And we're working as best we can I know Chad has some good ideas about ways to maximize that. Also on the JARC revenue which is access to jobs revenue we're looking at some short falls on that. Chad you wanna say anything on those.

MR. REESE: On a couple of issues there with the preventative maintenance. Preventative maintenance is money that is allowed to be drawn down on as part our grants from FTA for FTA funded equipment and facilities. The major proponent to that

is vehicles. With acquisition of new vehicles our maintenance budget as actually decreased. As a result, it allows us to draw down less preventative maintenance funding from FTA. We're in the process of having discussion with FTA with the possibility of converting some of those funds over to a separate category referred to as a Capitol Cost of Contracting which would allow Veolia to draw them down as part of the CAT and subsequently CAT's budget be credited for that amount. So we still have to work through that process. We have some consultants working along with us at FTA and you'll see a resolution that comes along that allows us to move further in that process as well on the JARC funds we're gonna look at redoing some of our existing grants and modifying some our existing grants to charge more of the services off under JARC funds. As you heard during the Comprehensive Operational Analysis the vast majority of our passengers are commuting to and from work. JARC funds are used access to jobs fundings are used to pay for that. So as part of the COA we want to reclassify some of those existing routes to say that these routes are being paid for i.e. the express route, we're hopeful that 50% of that route can be paid for by the federal government-excuse me, up to 50% as much as we're able to justify it. So as we go through the COA it's complex situation of moving parts where if you reduce service in one area you have to take into account the impact on the disabled community, what services do we have to pay for locally, what services can we get someone else to pay for. So the attempt here is to maximize the amount of federal funds that we can use here in Savannah and limit the or be better stewards of the local dollars that we have. So that's what we are in the process of doing.

CHAIRMAN LIAKAKIS: Anything else Linda?

MS. CRAMER: Just the only other point I do want to make is we are concerned about the cash flow so we're thinking at year end we'll still have that line of credit out which right now is \$1.5 million, but we'll be coming back to you at the end of March after we get those financials together and give you a better update.

CHAIRMAN LIAKAKIS: Okay.

MR. BUTLER: Mr. Chairman going back to the audit to the extent the Board may wish to approve that audit you would need a motion and a vote on that.

CHAIRMAN LIAKAKIS: Okay, need a motion for that audit approval.

MR. BROKER: So moved.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: I have a second. All in favor signify by raising your hand, okay. The next item: request approval of a resolution designating appropriate authority to Chatham Area Transit Executive Director to file grant applications with the Federal Transit Administration on behalf of the Authority.

MR. KICKLIGHTER: Motion to approve.

MS. STONE: Second.

MR. BUTLER: Mr. Chairman before you vote the proposed resolution that's attached to your agenda item is incomplete. It only refers to authorization to the Chairman to sign grant applications. It should also include the Executive Director so it would be my recommendation that you adopt this resolution as amended to add the Executive Director as an authorized signee of grant applications.

MR. KICKLIGHTER: I amend my motion as stated by the CAT attorney.

MS. STONE: And I accept it as the second.

CHAIRMAN LIAKAKIS: You accept it on the second. All in favor signify by raising your hand. Okay and (in audible) Chad—well let's go into this first and then I'll go into the retreat. Progress on Key Performance Indicators did you have something you want to discuss on that?

MR. REESE: As a follow-up for the discussion that we had the last meeting we presented the some Key Performance Indicators the ones that were identified in the contract in just a snap shot so that you could see as well as the supporting documentation, but one of the things I was hoping the Board would consider as part of our budget retreat is that we go through a new and comprehensive process to bring definitions to what we mean by the Key Performance Indicators so that everyone understands what's involved and what we're looking at. As you'll notice here in the COA the question came up what a revenue hour is so I'm hopeful that as part of the budget retreat we can go through the process and present both national statistics what our peers are and what we have historically done and begin to set some challenging goals in order to move the organization forward, but it will require specific definition of what exactly you're looking for in terms of your Key Performance Indicators. The ones that are identified in the context are broad based, but they vary based upon transit authority, based upon region, based upon state so we need to bring some standardized definition to the way CAT's performance has been judged.

MR. ODELL: May I ask a question?

MR. REESE: Yes.

MR. ODELL: At the retreat will we adopt standards based upon region or national data or is it simply informational?

MR. REESE: At the retreat my desire is to present the Board with the national statistics with the peer analysis and say this is what CAT has historically done but leave there with some direction in terms of this is our standard. For instance, if we look at the ontime performance piece it's showing that 90% for January of last year of this past January

83.5%. The reality of the situation is these are manual counts that are done based upon a sampling method. Once we move forward and get an AVL system in place you'll see your ontime performance numbers go down until we're able to go back in and further analyze because now you're just not taking a sampling, you're measuring every time point in the system. So your numbers will change. Furthermore, what is the definition of ontime performance? How do we say that this bus is on time? Jacksonville may say that 0 minutes early to 10 minutes late; Atlanta may say its 1minute early to 15 minutes late, Gwinnett may say it's 0 minutes early to 5 minutes late, but what is the definition of ontime performance that this Board has accepted. So what we need is policy definitions from the Board that says this is the criteria by which we judge upon and this is our definition of it.

MR. ODELL: And the times may alter, but the altercations are due from a sampling to every count.

MR. REESE: Every count.

MR. ODELL: And if you do every count it's going to be rifling as oppose to sampling which could be shot gunning.

MR. REESE: Yes.

MR. ODELL: And –

MR. REESE: But what it does is you'll typically what happens is you'll see a decline in your ontime performance but you'll have a lot more data by which to make decisions from to improve your system.

MR. SHAY: Set a bench mark.

MR. REESE: Yes.

CHAIRMAN LIAKAKIS: Chad what I'd like for you to do to for the for all of the Authority members some information to come to them so that they can read it. You might not have time or – or it's something that they don't have enough information and you doing your presentation as always so that a better decision can be made at that time in the retreat so they'll have a better understanding.

MR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay.

MR. REESE: Thank you.

CHAIRMAN LIAKAKIS: That'll be good. And what I'll do as soon as all of the people get polled I'll give you the time element and all for the retreat so that you can have that

for you so that you'll know how to prepare for it. The other thing I'd like to do is see in the audience we have the Vice President Mike Ake that's sitting on the first row over here in the dark suit and of course Kevin McDonald who was our Interim Director from Veolia did an outstanding job and he stayed on so that he could help Chad to be familiarized with all of the operations of Chatham Area Transit which was really helped out because it makes it more efficient and don't lose that time and it's been I'm sure it helped you out and Chad you've done a great job because the information that you have given us, your being here for those few short weeks, you know you have adapted and really helped us and we really appreciate that because some of the things the information that you have given this Board we see that these have been some concerns and it really helps out that you've done that already in this short time.

MR. REESE: Thank you sir.

CHAIRMAN LIAKAKIS: Okay, alright then well we'll adjourn the meeting for the Chatham Area Transit Authority now and we will reconvene as the Chatham County Commission.

Meeting adjourned at 11:30 a.m.

Respectfully Submitted by:

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