

**REGULAR MEETING OF THE
CENTRAL MIDLANDS TRANSIT
BOARD OF DIRECTORS**

Wednesday, July 22nd, 2015

12:00 p.m.
COMET Facility
3613 Lucius Road, Columbia, SC

1 **MR. WASHINGTON:** --- CMRTA board meeting to order for
2 Wednesday, July 22nd, 2015. We do have a
3 quorum.

4 **MS. LAWLOR:** Someone's on the phone, but I'm not sure
5 who.

6 **MR. WASHINGTON:** Whoever's on the phone, please
7 announce yourself.

8 **MR. STATLER:** Chuck Statler.

9 **MR. WASHINGTON:** All right, Chuck. Anyone else? All
10 right. We're going to dispense of (unclear)
11 adoption of the agenda, motion for adoption of
12 agenda.

13 **MS. HARDING:** So moved.

14 **MR. WASHINGTON:** So moved.

15 **MR. BROOM:** Second.

16 **CHAIRMAN NEWMAN:** Properly seconded. All in favor
17 signify by saying Aye.

18 **ALL:** Aye.

19 **CHAIRMAN NEWMAN:** All opposed? Ayes have it.
20 Approval of the June 24th, 2015, minutes. I do
21 have a couple of adjustments to those minutes.
22 What I'd like to do is defer those minutes
23 until our next board meeting. Let me get with
24 Missy (inaudible) those minutes. Motion for
25 deferment of the minutes?

1 **MR. ANDERSON:** So moved.

2 **MR. FURGESS:** Second.

3 **MR. WASHINGTON:** Moved and properly seconded. Any
4 further discussion? All those in favor signify
5 by saying Aye.

6 **ALL:** Aye.

7 **MR. WASHINGTON:** All opposed? Ayes have it. All
8 right. Update for the Midland Transit
9 Association.

10 **MR. DURST:** Hello, everybody. First of all, we have
11 new brochures that we have put in our transit
12 -- in the transit station. They look like
13 this.

14 **MR. WASHINGTON:** Can you pass it around?

15 **MR. DURST:** Okay, sure. I'm sorry I didn't bring
16 enough for everybody. It's they're, they're
17 brand new and were -- we wanted to get them in
18 the transit station, so (inaudible). Also, a
19 couple of issues. One has to do with packages
20 on the seat. Because, again, I'm hearing
21 problems about when a bus is pretty full and
22 somebody puts a package on the seat next to
23 them and somebody else can't sit down because
24 they don't want to move their package. So it
25 has to do with courtesy obviously. So we

1 really need to kind of maybe stress to the
2 travelers that -- to pay attention to how many
3 seats are available, (inaudible). But the most
4 important thing I want to talk this morning, or
5 this afternoon about is law enforcement.
6 Longcreek Drive, if you're familiar with it, is
7 off of Broad River Road, between Taco Bell and
8 Kentucky Fried Chicken. And it's a long, long,
9 steep hill. It goes down into an area where
10 there's bunches of apartments. Now, I was
11 talking with a lady on the bus a couple of
12 weeks ago, and she lives in one of those
13 apartment communities down in there. You may
14 remember the gentleman who was killed, was
15 robbed and killed about a month ago down in
16 that area. Apparently he was on his way to the
17 bus stop at the top of the hill to go to work,
18 and this lady who was talking to me about this
19 said that normally she would walk with him in
20 the mornings up to the bus stop, but for some
21 reason that particular morning she didn't go
22 with him. And he got killed; obviously, she
23 didn't. It's a very tragic story. But the
24 upshot of it is that there is no lighting along
25 that road. There's no sidewalks along that

1 road. And she was telling me about how
2 dangerous it was and how it would be really
3 nice to have a bus that went down to those
4 apartments. I know that it's going to be
5 difficult to do that because (inaudible), you
6 know, it's been -- it's tough (inaudible)
7 detour. But I was thinking about maybe The
8 COMET getting with some of those apartments
9 complexes down in there and maybe talking to
10 them about purchasing a van so that they can
11 carry people who live in those apartments up to
12 the bus stop so they don't have to make that
13 trek uphill. And conversely, in the
14 afternoons, having to go down the hill
15 (inaudible). It's just an idea that I came up
16 with about trying to help everybody involved in
17 getting folks to, to the stop. That's what
18 I've got. Thank you very much.

19 **MR. WASHINGTON:** Thank you. All right. Comments
20 from local residents. Comments must contain
21 items not on the agenda. Individuals waiting
22 to address the board must sign in prior to the
23 meeting. Anybody else who didn't sign in
24 (inaudible). And comments are limited to just
25 two minutes. Martha Thomas?

1 **MS. THOMAS:** Hi. My name is Martha Thomas, and I
2 have concerns that they need benches and they
3 need some shades at these bus stop. Right now
4 it's too hot to be standing up in the hot sun
5 with nothing to cover your head. Ain't no
6 seats to sit down in. And the second thing,
7 y'all need recycling bins and trash cans at the
8 bus stop. The third thing, my concern is that
9 where the signs at to announce what bus comes,
10 y'all need to let something like a glow in the
11 light just in case somebody don't know where
12 the bus at, so they can just know, say, you can
13 see it, Number 11, so some of the stops don't
14 have no lighting. My third concern -- my
15 fourth concern is, how about letting Number 15
16 run every 30 minutes on a Saturday because
17 people go to WalMart and if you -- you have to
18 wait for an hour if you miss the other one, so
19 maybe 15 run every 30 minutes. And the fifth
20 question is, do y'all spray the buses at
21 nighttime for any kind of insects or bugs or
22 anything like that? That'd be a good idea.

23 **MR. WASHINGTON:** Yes, ma'am.

24 **MS. THOMAS:** And the last one, the sixth one is, when
25 you call the transit station, why do you have

1 to call the transit station to get to talk to
2 one of y'all, like Steiner or Washington? Why
3 do you got to call the transit station? It
4 should be a direct number where you can call,
5 because sometimes they don't answer the phone
6 in a timely manner. You can be on the phone
7 for about, seems like forever before they pick
8 up. So, I would appreciate that.

9 **MR. WASHINGTON:** Okay. We'll follow up on those
10 items. And I appreciate it.

11 **MS. THOMAS:** Thank you very much.

12 **MR. WASHINGTON:** Yes, ma'am.

13 **MS. THOMAS:** And I -- thank you for discount bus
14 tickets. I like that.

15 **MR. WASHINGTON:** Yes, ma'am. Thank you. Marsha
16 Johnson?

17 **MS. JOHNSON:** (Inaudible) today.

18 **MR. WASHINGTON:** Do you need help?

19 **MS. JOHNSON:** I'm kind of crippled today.

20 **MS. HARDING:** Yeah.

21 **MS. JOHNSON:** (Unclear.) Of course, benches are our
22 concern. On Garners Ferry Road, there are four
23 benches on the south side of Garners Ferry
24 Road. At Atlas and Garners Ferry -- I've been
25 trying to get a crosswalk with the sound for a

1 blind guy in my neighborhood. But one of the
2 things I see now, and I talked to surveyors,
3 that they're going to widen Atlas. And it
4 looks like they're going to -- it's going to
5 interfere with a bus bench, one of the four
6 that's on all of Garners Ferry Road on the
7 south side. So my question is, who has
8 ownership of the bus bench and is that bus
9 bench going to disappear. Now, people use it
10 for the bus that goes to Eastover and Sumter.
11 And, of course, we use it. It's right there at
12 Atlas and Garners, where McDonald's is and the
13 gas station. But the surveyor told me that
14 when they widen that road, that bus bench is
15 going to be moved or it's going to go away. I
16 mean, one of four on all of Garners Ferry on
17 the south side, we don't want to lose that bus
18 bench. And if we own it, and it is on a cement
19 block, it shouldn't be lost to the passengers.
20 And we don't have a lot of benches anyway. And
21 it's one of the benches that we want to put a
22 shelter on. So I'm concerned about that, and
23 I don't want to lose it because, as you know,
24 we've already lost benches at the bus station.
25 We don't have enough benches, as Martha already

1 stated. And the one bench that we have, one of
2 four, I don't want to see lost. So I don't
3 know who to contact because the street people
4 are saying it's not their concern. I don't
5 know who to turn to, but I'm just looking for
6 a crosswalk with sound for a blind guy, and
7 they're going to widen the road and I don't
8 want the benches to disappear. So, I don't
9 know where to turn, so I'm turning to you guys.
10 The next thing is, we talked about the benches
11 and having shelters, and the concern was, if it
12 doesn't have the cement block and how far it is
13 from the sidewalk, etcetera, etcetera. Those
14 benches that have its own cement block, why
15 aren't we grandfathering those places and
16 putting shelters that benches are already on
17 their own cement block, why aren't we
18 proceeding with that project and getting
19 sheltered benches where they already have its
20 own cement block? And an example of that is at
21 Beltline and Devine. And that services 401,
22 201, 42, 88. That intersection there is
23 already on its own block, and I ---

24 **CHAIRMAN NEWMAN:** Ms. Johnson ---

25 **MS. JOHNSON:** --- don't understand know why we can't

1 put a shelter ---

2 **CHAIRMAN NEWMAN:** Ms. Johnson, (inaudible).

3 **MS. JOHNSON:** --- out there.

4 **CHAIRMAN NEWMAN:** I didn't mean to interrupt you but
5 (inaudible). I know you (inaudible) run out of
6 time.

7 **MS. JOHNSON:** Oh, okay. All right. Well, next time
8 I'll have a (inaudible). But, you know, like
9 Martha said, it's too hot. We need to proceed
10 with sheltered benches and, I mean, I know
11 every bus stop won't have a bench, and every
12 bus stop that has a bench won't have a
13 sheltered bench, but we need to start taking
14 care of our riders and giving them as much as
15 we can.

16 **CHAIRMAN NEWMAN:** Yes, ma'am.

17 **MS. JOHNSON:** Thank you.

18 **CHAIRMAN NEWMAN:** Thank you. Mr. Seymore?

19 **MR. SEYMORE:** Thank you. You guys know me, I'm Pete
20 Seymore, (inaudible), what I started to say.
21 I want to begin by saying this is the perfect
22 time of the year for everyone in this room that
23 doesn't take the bus to take the bus, the
24 board. And I'm not, I'm not -- I don't want to
25 see smiles, I don't want to see smirks. I'm

1 dead serious. Because when you are sitting out
2 in the sun for 20, 30 minutes, a bus breaks
3 down and you have to wait another 30 minutes,
4 and it's 95 degrees out and the heat factor
5 makes it feel like 101, that's inexcusable. I
6 was on a bus just before the Service Standards
7 Committee. I texted Walter, I said, no battle
8 for it, Walter. It's amazing. Then that
9 evening I got on a bus, it's 93 degrees out, it
10 feels like 98. The bus ramp broke down. Now,
11 I don't want to hear excuses. I want to see
12 actions. I realize that we have to wait for
13 new buses to come in, and -- but that means we
14 have to maintain the old buses. Have your
15 drivers put in a report -- and I know that --
16 I've spoke to several of them, and I know they
17 do put in their reports. If the, if the motor
18 for the bus -- the wheelchair ramp is running
19 slow, have it tested, see if it needs -- you
20 need a new part, see if the ramp needs to be
21 replaced. Check the switch or the wiring
22 between switch and the back of the bus. But
23 this is inexcusable to have a wheelchair --
24 someone in a wheelchair or an elderly person,
25 or anyone for that matter. And now we're into

1 the triple digits. It was 102 degrees
2 yesterday, and it felt like 110 according to
3 the weather report. If I -- I called, I was so
4 mad that I not only called Walter, I texted
5 Bob, and I called Larry. And I said, if I ever
6 see this again, I will be up in y'all's faces
7 and you will find out what anger is like when
8 it comes from my voice. I do not ever want to
9 see a wheelchair ramp broken again and someone
10 have to wait 30 minutes for you to send a
11 mechanic -- and this was just right on -- I
12 mean, you -- 86 was right down at the transit
13 station. Somehow it took them 20 minutes to
14 get to Two Notch Road in his car. That's
15 inexcusable. If I ever see that again or I
16 ever hear of it again, you're going to find out
17 what real anger is like when it comes from me.
18 So get it fixed. I don't want the buses
19 breaking down. You people need to ride the bus
20 and you need to find out what it does. Because
21 sooner or later, if someone is hospitalized
22 from heat stroke, The COMET is -- may be
23 looking -- and you're, Frannie, you're the
24 expert, may be looking at a lawsuit because
25 someone in the -- someone's hospitalized

1 because y'all were negligent. That's all I've
2 got to say. Take care.

3 **CHAIRMAN NEWMAN:** Thank you, Mr. Seymore. Mr.
4 Winstead? Is there a Winstead here?

5 **MR. WINSTEAD:** Good morning. I don't want to take up
6 (inaudible). I'm Glenn Winstead. I used to do
7 the DART reviews here for ten years, and I've
8 been incognito for about a year and a half and
9 I just wanted to emphasize a couple of things
10 regarding the bus. I had a chance to do a
11 independent (unclear) Commission Study myself
12 for the Northeast area, Sandhill. And as far
13 as the -- one of the problems that I
14 experienced is there is a delay on the schedule
15 on the bus, the actual time, running about 60
16 to 70 percent on time. This is just
17 unofficial. I try to use some empirical data
18 to back it up. And, also, the main issue that
19 I have is with the dispatch. I've called them
20 numerous times, I have it documented on my cell
21 phone, where they've given me inaccurate
22 information about the location of the bus. And
23 that throw a lot of people off. As you stated,
24 they're waiting in very hot, humid weather, and
25 you need some degree of accuracy in terms of

1 what time the bus -- if there's a delay, how
2 long the bus will be delayed. But there's some
3 shady spots where people can get to and stay
4 out of the sun. Otherwise, if they out of
5 their location, the bus will be too. The bus
6 passed me about three times. I didn't get
7 upset and call anybody because I'm a social
8 worker, a licensed professional counselor and
9 disability advocate. I just said I'll make a
10 note, and I told one of the bus drivers that I
11 would come down here and speak. So the main
12 deal that concerns me would be: you need to
13 really assess the dispatch. There's a problem
14 there. And I, I experienced that when I was
15 with -- contracting for DART. I got a lot of
16 complaints from some of the applicants that I
17 was reviewing about calling dispatch and having
18 to call over and over again before they get
19 somebody to pick up the phone. And I
20 experienced it myself. And so if you don't
21 take my word or his word, do it yourself and
22 find out how accurate and how quick they
23 respond. Likewise, I say -- I'd never ridden
24 a bus. I've been driving ever since I was 15,
25 and I'm now 67. And when I experienced the

1 bus, it was a whole new perspective opened up
2 to me. And so if you -- see, he spoke with a
3 lot of vigor and some anger. You have to
4 experience it yourself to see what it's like,
5 and you can do it unassumingly or just let them
6 know. And you'll find out what the basic needs
7 are or what improvements are needed. I have a
8 background in transportation as well. When I
9 first got out of undergrad I worked with the
10 Virginia Department of Highways, so I did
11 traffic studies all over the -- Virginia. So
12 I do have a background in transportation and
13 traffic. That's what helped me get the job,
14 the contract with DART. And finally, I'd like
15 to say I'm very strong with advocating for
16 people with disability. Don't have any problem
17 with DART, I'm not trying to get myself
18 reinstated, but -- because I didn't have any
19 problems in terms of -- I just retired, and
20 retirement's not for me. (Inaudible) Snyder at
21 one point. I would do DART for nothing because
22 I'm very strong on disability. And if you run
23 into any problems or -- with your contractor or
24 what you're going to (unclear), except for the
25 stamps and some other of our costs that I don't

1 want to assume, I'd be more than willing to do
2 the DART review. And I did them for ten years.
3 It wasn't any problem at all. I never received
4 not one official complaint or reprimand about
5 it. Thank you so much.

6 **CHAIRMAN NEWMAN:** Thank you.

7 **MR. WINSTEAD:** Continued good work.

8 **CHAIRMAN NEWMAN:** All right. We're down to Number
9 Eight, Executive Director's Report.

10 **MR. SCHNEIDER:** All right. In your packet, one of
11 the items that was addressed was a need for
12 staff pay increases, and a board member
13 requested that I provide this information. So
14 we begin on page 21, the recommended action or
15 motion from the board for a staff-wide cost of
16 living increase for The COMET's administrative
17 employees, retroactive to July 1. Of the staff
18 members that are currently employed, only two
19 have received an increase in the last 24
20 months, and that was just to bring them up to
21 par where others were at. So it's been, for
22 the majority of staff, between 24 and 18 months
23 since a salary increase had occurred. They
24 recommended a 2.5 percent increase for those
25 equal to or greater than 40,000 and three and

1 a half for less than \$30,000, just because the
2 dollar amounts don't stretch as far on the
3 percentage scale for the lower-wage employees.
4 What we've also provided -- or suggested is a
5 two percent increase as recognition for the
6 accomplishments and performance over the past
7 24 months. In the past 24 months we've more
8 than doubled our transit service, we've more
9 than doubled our ridership, we've introduced a
10 wide variety of programs. Our ridership in
11 June, which is historically not a strong
12 ridership number, equated to what we were doing
13 cartwheels about last October. So, we've seen
14 great performance, great results. We know we
15 have a long way to go, we're not completely
16 satisfied with where we are, but we're thrilled
17 with what we've accomplished to date, knowing
18 we have a lot more to do. So I've provided a
19 fiscal impact for your information there. And
20 it gives you the current salaries, the
21 increased rates for the two different groups,
22 and then a total impact number at the bottom.

23 **MR. WASHINGTON:** (Inaudible) discuss with (inaudible)
24 the ability to do this, we have yet done that.
25 So what I want to do is send this to

1 (inaudible) for his review.

2 **MS. HARDING:** What do we have in the budget for
3 salary, do you have that?

4 **MR. SCHNEIDER:** Five percent.

5 **MS. HARDING:** Five percent. Okay.

6 **MR. ANDERSON:** So that's -- we didn't budget for it?

7 **MR. :** Yes, sir.

8 **MR. :** Oh, okay.

9 **MR. :** So I just need to go to the budget committee?

10 **MR. :** (Inaudible.)

11 **MR. :** (Inaudible) budget.

12 **MR. :** I better get it out to the budget committee
13 because (inaudible) budget.

14 **MR. :** Huh?

15 **MR. WASHINGTON:** It wasn't even discussed at the
16 budget (inaudible).

17 **MS. HARDING:** But we agreed to that.

18 **MR. WASHINGTON:** I understand, but we have not
19 discussed any raises. (Inaudible).

20 **MR. :** (Inaudible.)

21 **MR. WASHINGTON:** Yes, sir.

22 **MR. MORRIS:** (Inaudible) was there a pay increase
23 last year and, if it was, how much?

24 **MR. SCHNEIDER:** There was a pay increase for two
25 employees last year to bring them current to

1 where they were. There were no other pay
2 increases last year.

3 **MR. MORRIS:** Maybe this should be retroactive for
4 several years.

5 **MR. ANDERSON:** So are you moving to send it to the
6 budget committee?

7 **MR. SCHNEIDER:** Yeah. And for clarification, it has
8 been to the budget committee several times.
9 Matter of fact, when this issue was raised last
10 year it went to the budget committee. The
11 recommendation was to move forward with the two
12 employees that were brought up to speed, and
13 then it was cycled back to the group. It has
14 been before a budget committee meeting. Mack,
15 you were at the meeting, the last budget
16 committee meeting, and you raised the question
17 of (inaudible).

18 **MR. BENNETT:** I believe I asked (inaudible).

19 **MR. SCHNEIDER:** So it could ---

20 **MR. BENNETT:** Because it was in the budget and we
21 needed to deal with it.

22 **MR. WASHINGTON:** (Inaudible.)

23 **CHAIRMAN NEWMAN:** I believe -- you want to second?

24 **MR. FURGESS:** I second.

25 **CHAIRMAN NEWMAN:** All right, it's been moved and

1 seconded. Do we need further discussion for
2 the motion?

3 **MR. BROOM:** Is the motion to send it to the budget --
4 -

5 **CHAIRMAN NEWMAN:** It's to send it back to the budget
6 committee.

7 **MR. BROOM:** (Inaudible.)

8 **MR. WASHINGTON:** I move to, to substitute a motion to
9 approve the recommendation that we ask
10 (inaudible).

11 **MR. BENNETT:** Second.

12 **CHAIRMAN NEWMAN:** I don't feel like getting into
13 parliamentary proceedings. We might as well
14 (inaudible), if you want to ---

15 **MR. WASHINGTON:** Sure.

16 **CHAIRMAN NEWMAN:** --- do that instead of
17 substituting, so. And just for my clarity,
18 (inaudible) May, is that it?

19 **MR. :** In May. April's (inaudible) ---

20 **CHAIRMAN NEWMAN:** April. We didn't have an April
21 meeting then.

22 **MR. ANDERSON:** Okay, so it was May ---

23 **MS. HARDING:** May 14th ---

24 **CHAIRMAN NEWMAN:** It was discussed it in a budget
25 committee meeting?

1 **MS. HARDING:** Right.

2 **CHAIRMAN NEWMAN:** All right. So all in favor of Mr.
3 Washington's motion to send this back to the
4 budget committee, signify by saying ---

5 **MR. FURGESS:** Now, who's, who's chairman of the --
6 excuse me, who's chairman of the budget ---

7 **CHAIRMAN NEWMAN:** Of the budget committee?

8 **MR. :** Mr. Washington.

9 **CHAIRMAN NEWMAN:** Mr. Washington. So, the motion on
10 the floor is to send this item back to the
11 budget committee. There was a move and
12 seconded, so unless there are any further
13 questions, all in favor of sending it back to
14 the budget committee, signify by saying Aye.

15 **MR. :** Aye.

16 **CHAIRMAN NEWMAN:** All opposed?

17 **MR. BROOM:** No.

18 **MS. HARDING:** No.

19 **MR. :** No.

20 **CHAIRMAN NEWMAN:** All right, the motion fails.

21 **MS. LAWLOR:** Okay, y'all need numbers.

22 **CHAIRMAN NEWMAN:** Yes, ma'am?

23 **MR. :** I believe she needs us to put our hands up.

24 **MS. :** (Inaudible.)

25 **CHAIRMAN NEWMAN:** All right. So we'll do a -- if

1 everybody can raise their hands again. Those
2 in favor of it I believe were -- the people who
3 raised their hand, Dr. Morris, Mr. Furgess.
4 Those opposed, I believe (inaudible).

5 **MS. :** (Inaudible.)

6 **CHAIRMAN NEWMAN:** Our advisor. All right. And you
7 have a motion.

8 **MR. ANDERSON:** Mr. Chair, I move to approve the
9 recommendation as recommended.

10 **MR. BENNETT:** Second.

11 **CHAIRMAN NEWMAN:** Move and a second. Is there any
12 discussion?

13 **MS. HARDING:** Who's -- I just want to ask a question.
14 So on the Number Two, the additional staff
15 (inaudible) increase of two percent, was there
16 any discussion or thought about doing that as
17 a bonus rather than an increase in salary?

18 **MR. SCHNEIDER:** It has been suggested. But for ease
19 and consistency and not delaying -- we've had
20 difficulty getting items such as -- we
21 discussed a bonus structure several times in
22 the budget committee meeting. And developing
23 a consensus was one of those challenges ---

24 **MS. HARDING:** Okay.

25 **MR. SCHNEIDER:** --- that we're facing. So it was

1 definitely considered. I'm a firm believer in
2 an incentive program for performance, for
3 ridership for revenue. But with some of the
4 policy-level decisions that we're working
5 through in the governance committee, we wanted
6 to (inaudible) at this time.

7 **MS. HARDING:** All right.

8 **CHAIRMAN NEWMAN:** Mr. Furgess?

9 **MR. FURGESS:** I may be lost because I'm hearing --
10 seeing this for the first time. But shouldn't
11 all this, when it comes from the budget
12 committee, be complete, that we don't even have
13 to -- if we send it to a committee, why would
14 the budget committee function different from
15 other committees? If this came from the budget
16 committee, the budget committee must have
17 approved it. It's never been to a budget
18 committee?

19 **MR. BENNETT:** Let me see if I can -- because I sit on
20 the budget committee. Let me see if I can
21 clarify that. The budget committee approved a
22 five percent increase for staff in the budget
23 that was presented to the board and approved by
24 the board a couple of months ago. I asked Bob,
25 after the approval of the budget, to bring back

1 a recommendation on the distribution of that
2 five percent for the employees. So that's why
3 we're -- it was approved by the committee and
4 by the board, we just needed a way that it
5 would be implemented. So that's what our
6 executive director has done.

7 **MR. FURGESS:** So we -- so the budget committee has
8 approved the five percent?

9 **MR. BENNETT:** It approved it as part of the budget
10 that was brought to the board.

11 **CHAIRMAN NEWMAN:** And I don't recall what the
12 breakdown on (inaudible). I'm pretty sure it
13 was a unanimous vote on the budget. So I'm
14 saying, this is just ---

15 **MR. BROOM:** For protection.

16 **CHAIRMAN NEWMAN:** Yeah. This is just, this is
17 details, based off of the amount that we
18 already allocated.

19 **(All speaking over one another.)**

20 **MS. LAWLOR::** We have a motion and a second.

21 **CHAIRMAN NEWMAN:** All right. It's been moved that we
22 need to set up the recommendation on the staff
23 salary increases. Moved and seconded. Is
24 there any further discussion? All right. All
25 in favor signify by saying Aye.

1 **ALL:** Aye.

2 **CHAIRMAN NEWMAN:** Any opposed? Want us to raise our
3 hands again? Let's do that the rest of the
4 meeting. All in favor signify by saying Aye or
5 raise your hand. All right. Any opposed?
6 Good to go. All right. Continuing on, Mr.
7 Schneider.

8 **MR. SCHNEIDER:** Absolutely. The second item is Fort
9 Jackson Modification. One of the issues that
10 has come up is we've identified a variation in
11 the ridership numbers for our Fort Jackson
12 Special Route, which serves directly the food
13 service, laundry services, etcetera. And
14 there's question as to whether it's a dip in
15 the data which we can analyze. And
16 conversation came up that Fort Jackson has
17 maybe shuffled some different locations. And
18 one suggestion was, let's move down the road.
19 So the first step may be, you know, okay, let's
20 add more times on the route to go there. But
21 at the same time, let's just examine the
22 routes. So that's what we're going to be doing
23 over the course of the weeks and -- with
24 direction from the board. But what we would
25 like to do is begin analyzing the ridership

1 data to first answer the question of did we
2 have the ridership that -- was that real or was
3 that a function of data. Secondly, it's
4 worthwhile just take -- asking Standards, the
5 service standards committee to ask Operations
6 and Planning to look at -- to just perform a
7 more depth review. So that is what we're, you
8 know, the recommendation is to have the board
9 assign that to the service standards committee.

10 **MR. ANDERSON:** So, to clarify, because I thought in
11 the Service and Standards, that we asked y'all
12 to just go ahead and extend the route to the
13 new building where the cafeteria is. Because
14 that seemed to be quick and easy and not a big
15 deal.

16 **MR. SCHNEIDER:** We're looking at that, but we're also
17 recommend going more in depth because it's
18 possible that there have been other changes
19 over the years that ---

20 **MR. ANDERSON:** Since we know that they, for a fact,
21 that they moved the cafeteria where the service
22 -- where the employees need to go, down the
23 road ---

24 **MR. SCHNEIDER:** Did we confirm that?

25 **LARRY:** Yeah. I, I thought I made that clear, that

1 we would go ahead on and just put the ---

2 **MR. ANDERSON:** Can we go ahead and just do that?

3 Absolutely. Let's go ahead and do the -- I

4 mean, my motion would be, let's immediately

5 extend the service to the building where the

6 new cafeteria is so the employees can get

7 picked up and dropped off at the right place.

8 (Inaudible.) And then, and then the second

9 part of my motion would be to direct the

10 service and standard committee to examine that

11 route in the long -- in a more thorough manner.

12 But go ahead and immediately solve the problem.

13 **MS. HARDING:** Yeah.

14 **MR. FURGESS:** Okay. I second it. But you need to

15 put a date on that, immediately. That could be

16 next year.

17 **MR. ANDERSON:** Yeah. How quick will you be able to

18 ---

19 **MR. SCHNEIDER:** We would report back I imagine ---

20 **MR. ANDERSON:** Not the report back, but go to the

21 building ---

22 **MR. SCHNEIDER:** Oh, go to.

23 **MS. HARDING:** Oh, to just change the ---

24 **MR. ANDERSON:** How fast can you go to the new

25 building?

1 **LARRY:** We, we could -- I would say, what today,
2 Wednesday? I think we -- we -- it's just a
3 add-on really, about a mile, so we could -- the
4 quicker we do it, the more they'll be happy
5 about it. We'll put out a notice that we'll
6 start Monday.

7 **MR. ANDERSON:** But, I mean, that's a minor change.
8 That's a minor change, it's ---

9 **(All speaking over one another.)**

10 **MR. ANDERSON:** It doesn't really cause a (inaudible),
11 because that's such a funky route anyway,
12 right?

13 **MS. HARDING:** Right. We don't have to do any kind of
14 ---

15 **MR. SCHNEIDER:** Please be aware that it goes from a
16 60-minute route to a 70-minute route. So it
17 will change the schedules. So it won't be
18 running at the same times.

19 **LARRY:** But (inaudible) route. So it really just a
20 route that stand alone. So it's just a matter
21 of being ten minutes later returning back to
22 the transit center, for example.

23 **MR. ANDERSON:** So it takes -- it adds ten more
24 minutes to get a mile?

25 **LARRY:** Yeah. Five down and five back because of the

1 way we got it set up.

2 **MR. ANDERSON:** I see.

3 **MS. HARDING:** (Inaudible.)

4 **MR. :** It's actually ---

5 **LARRY:** It's a mile both ways.

6 **MR. ANDERSON:** Oh, so we've got to re-print schedules
7 and everything. So it's not as minor as it was
8 originally explained to us when we asked that
9 question.

10 **LARRY:** Well, it's, I mean, it's a simple change
11 because the bus is already on the corner.

12 **MR. ANDERSON:** No, I understand. I just -- when I
13 asked the question of service standards
14 committee, is this a simple change ---

15 **LARRY:** Yeah.

16 **MR. ANDERSON:** --- I was led -- and we were all left
17 with the impression that simple meant it was no
18 big deal, it didn't involve changing the
19 schedule or reprinting all of the schedules or
20 changing the running of the bus.

21 **MR. SCHNEIDER:** To clarify, to that point, this is a
22 one-way out route. And then when it comes back
23 in, it's primarily a deadhead up Forest Drive,
24 with very little ridership; am I correct on
25 this ---

1 **LARRY:** That's correct.

2 **MR. SCHNEIDER:** So it may extend how long, but the
3 outbound is where the customers ride.

4 **MR. ANDERSON:** Right.

5 **MR. SCHNEIDER:** And they generally get off, and then
6 we're really just operating, not empty, but
7 with a very low ridership load. So the impact
8 -- that's why it's relatively simple. It makes
9 the route longer, but it really makes -- the
10 time changes coming back in, so it doesn't
11 change the whole thing.

12 **MR. ANDERSON:** Now you really confused me, and I'm
13 sorry.

14 **MS. HEIZNER:** Can I ask, how long will it take to
15 print new schedules, because that can't be --
16 can that be done by Monday?

17 **MR. SCHNEIDER:** (Inaudible.)

18 **MS. HEIZNER:** Do you want to start it before you can
19 have new schedules or?

20 **MR. SCHNEIDER:** We can launch it September 8th, with
21 the other services.

22 **CHAIRMAN NEWMAN:** That works ---

23 **MR. FURGESS:** On that route, the people that ride
24 that route are the same (unclear) workers that
25 you were dropping off at one place. Now, since

1 that business moved, you're dropping them off
2 another place, right? So it doesn't impact
3 anything.

4 **MR. SCHNEIDER:** Larry, could you clarify that?

5 **MR. FURGESS:** Am I right?

6 **LARRY:** Yeah. What happened, they relocated the
7 building from one corner, a mile down the road.

8 **MR. FURGESS:** Right.

9 **LARRY:** And they asked us, rather than walking, can
10 we take them on that mile.

11 **MR. FURGESS:** Okay.

12 **LARRY:** But it's the same folks involved. I mean,
13 the only thing different when the bus return
14 back downtown at 25, for example, it return
15 back downtown at 35.

16 **MR. ANDERSON:** Okay. So I have a motion -- let me
17 just clarify, (inaudible). Okay. So before --
18 so what's involved in going the mile down the
19 road, what all has to happen to get that done
20 in a couple weeks? Is that a big deal, is that
21 going to mess up the whole system, or what?

22 **LARRY:** I don't see it having no impact on the whole
23 system because basically the bus stand alone,
24 it's a stand-alone route. It runs five out,
25 five back.

1 **MR. ANDERSON:** Yeah.

2 **LARRY:** When it comes back from those trips, it comes
3 to the garage.

4 **MR. ANDERSON:** Okay

5 **MS. HARDING:** But we are going to ---

6 **MR. ANDERSON:** I'm going to stick with my original
7 motion then, which is go ahead and immediately
8 address the issue and then do a longer study of
9 whether we need to do something or send it to
10 Service and Standards to study for the longer
11 term impact.

12 **MR. FURGESS:** So ---

13 **MS. HARDING:** So Mr. Fergus was asking it be done
14 immediately despite that.

15 **MR. FURGESS:** (Inaudible.)

16 **MR. ANDERSON:** Couple weeks.

17 **MR. FURGESS:** No, we need a -- we probably need a
18 date on that because we'll be back next board
19 meeting, same (unclear).

20 **MR. ANDERSON:** Immediate being as soon -- within, I
21 think they said the quickest they could do it
22 is a couple weeks.

23 **CHAIRMAN NEWMAN:** (Inaudible.)

24 **MS. BOWERS:** So we really need the public schedules
25 done before, beforehand, or it's going to

1 confuse a lot of people.

2 **MR. ANDERSON:** So a month?

3 **MS. BOWERS:** Depends on how long they can get ---

4 **(All speaking over one another.)**

5 **MR. SCHNEIDER:** We're already sending stuff to the
6 printers.

7 **MR. ANDERSON:** Oh, okay. So September 8th. So by
8 September 8th, have that change made?

9 **CHAIRMAN NEWMAN:** Do you still second it, Mr.
10 Furgess?

11 **MR. FURGESS:** Yes.

12 **CHAIRMAN NEWMAN:** All Right. Any further discussion?
13 No?

14 **MR. BENNETT:** Just, did we understand as a board
15 we're adding ten minutes to a route, five times
16 a day. Does this run five days a week or seven
17 days a week?

18 **LARRY:** Seven.

19 **MR. BENNETT:** Seven. So there is an impact to this.

20 **MR. ANDERSON:** Uh-huh.

21 **MR. BENNETT:** We need to understand that when we do
22 these things, it's not just that there's no
23 impact. I don't know that that's several
24 thousand dollars a year this will impact. And
25 I agree with the motion, but we just can't say

1 there's no impact. There's an impact on
2 printing costs, there's an impact on our
3 charges with Transdev. I mean, we need to be
4 clear what we're getting into when these things
5 come up. And I think whenever we change a
6 route change, there ought to be a fiscal impact
7 associated with that route change.

8 **MR. ANDERSON:** Right.

9 **MR. BENNETT:** Don't bring it to us from Service
10 Standards or from staff unless there's a fiscal
11 impact associated with that recommendation.

12 **CHAIRMAN NEWMAN:** Okay. All right. Anything else?
13 All right.

14 **MR. WASHINGTON:** (Inaudible.)

15 **CHAIRMAN NEWMAN:** There's a motion on the table.

16 **MR. WASHINGTON:** (Inaudible) and that's going to be
17 part of the report, the recommendation of
18 staff. The purpose of it is the impact, the
19 financial ---

20 **MR. :** (Inaudible.)

21 **CHAIRMAN NEWMAN:** (Inaudible.)

22 **MR. WASHINGTON:** No.

23 **CHAIRMAN NEWMAN:** All right. All in favor, signify
24 by saying Aye.

25 **MR. :** Aye.

1 **CHAIRMAN NEWMAN:** Any opposed? All right.

2 **MR. SCHNEIDER:** Transit Center Security Plan, there's
3 a request that -- that came up during service
4 standards committee, and what we wanted to do
5 is provide the overview and just an
6 understanding of what occurred at the transit
7 center about three weeks ago, in which case the
8 media outlets reported that four people were
9 stabbed at the transit center. We want to
10 clari- -- I know the board saw the emails and
11 the clarifications and the press releases. And
12 we gave that information, but we felt it would
13 be worthwhile to review, not only what
14 occurred, but step back and get a sense of what
15 security is available. Larry's going to
16 provide a presentation and discuss a broad
17 overview. There's no formal document on that.
18 It's just a verbal overview to give
19 understanding of what we'll do if there's
20 concerns or feedback, we'll take that
21 information, follow up with that for the next
22 meeting with a document to explain. What
23 occurred at the transit center about -- I
24 forgot the date, approximately three weeks ago,
25 there's a group of individuals who hang out

1 next to the transit center in a city parking
2 lot. They hang out frequently on the sidewalk
3 and on, on a Monday afternoon they got into an
4 argument, the police were called. The next day
5 they all came back, got into another argument,
6 and one of them had a knife. They pulled out
7 the knife, there was a fight and attack. Four
8 people were cut. One of those individuals came
9 for refuge and help at the transit center. So,
10 left the non-transit center location where the
11 altercation occurred, came to the transit
12 center. We have -- we've seen the video, we
13 watched what you could see. All of this is
14 outside the view of the security cameras that
15 we have at the transit center. The passenger
16 then -- I'm sorry, the non-passenger came to
17 the transit center. Our passengers then
18 provided relief. One woman came out in a
19 nurse's uniform, provided medical assistance.
20 Security was right there to support. 911 was
21 immediately called. EMS was there. That's
22 where the person is, so of course that's where
23 the police and EMS come for the incident. So
24 then it gets reported that it happened at the
25 transit center. That was not the case. We

1 immediately responded, went down. I arrived,
2 Larry came soon thereafter. We arrived on-
3 scene, watched the video and immediately began
4 calling the news desks of all the different
5 media outlets that mis-reported the
6 information. And contacted the chair, sent out
7 information to the board. We then contacted
8 Rick's staff, who was able to put together a
9 press release at ten o'clock at night, trying
10 to beat this information to the 11 o'clock
11 news. Some of them adjusted their story, some
12 of them didn't. However, that was the end
13 result of that. But during the service
14 standards committee the question of transit
15 center safety emerged, and we felt this would
16 just be a good idea and a good opportunity to
17 get that update. Larry?

18 **LARRY:** (Inaudible) we continue to monitor everything
19 on a daily basis pretty much with security,
20 making sure that we cover all bases of the
21 operation. Again, like Bob said, the evening
22 of the event we both arrived down, along with
23 the president of the company from New Age
24 (ph.), our security company. And we all showed
25 up and we made sure that we followed through on

1 the event that was going on. On a regular
2 basis, we stay on top of security, we --
3 there's no -- definitely we have improved the
4 -- and cleaned up the transit station I would
5 say probably a hundred percent. As far as the
6 overall security, as well as the janitorial
7 fees, inside as well as exterior. We have put
8 -- gone down, pressure-washed the sidewalks to
9 make sure the place change. If you ain't ever
10 been that way lately, I'm sure you can attest
11 to the corner, have been a big change
12 improvement. We will continue to monitor, we
13 will continue to stay involved on a regular
14 basis and make sure we get everything done that
15 needs to be done, take care of it. We don't
16 take nothing lightly, we know the importance of
17 the transit center concerns and the public and
18 the board, and I'll make sure that we provide
19 the best service there is. Questions?

20 **MR. BENNETT:** I think y'all are probably doing a
21 great job, Larry, and I -- my concern is it's
22 not our bus riders that are creating the issues
23 down there; it's the traffic that occurs and I
24 -- I mean, I'm a hundred yards so I can look
25 out my window and see what's going on at the

1 station. I don't know if we're any closer to
2 this being addressed, but part of the thing
3 that contributes to this is we're dropping off
4 70 to 100 releasees from Glenn Detention every
5 day on that -- in that corridor between Main
6 and Sumter Street. And I know the city and the
7 county have tried to address that, but it -- I
8 don't think that has changed, and I think that
9 is a major contributing factor to the, the
10 standing around and the loitering that occurs
11 in and at the station, so. I think it's going
12 to take -- my point is, I think it's going to
13 take more than those efforts to address the
14 bigger issue. And, you know, we still have a,
15 a issue with the, the ability of that corner to
16 accommodate the amount of traffic that our
17 buses create through there, especially early in
18 the morning and late in the afternoon. It,
19 it's -- it's complicated there at five o'clock,
20 5:30. There are usually four or five buses in
21 line to do their pickups. Sumter Street has
22 buses on it. It's just an accident waiting to
23 happen.

24 **MS. HARDING:** It is.

25 **MR. BENNETT:** So. I ---

1 **MS. HARDING:** And I would echo that. There's been
2 some improvements, but it is a mess down there.
3 And -- it is a mess. And I ---

4 **MR. BENNETT:** We ---

5 **MS. HARDING:** I work close by there, and I drive by
6 there three times a day. I park my car, I get
7 out and walk, and 90 percent of those people
8 are not our bus riders. And I don't know if we
9 can require that they have a ticket in their
10 hand or something, but those people need to go.
11 We have a mess.

12 **MR. FURGESS:** I think if we can get the city to
13 enforce ---

14 **MS. HARDING:** And, Bob, I appreciate you saying ---

15 **MR. FURGESS:** --- the laws that are on the books ---

16 **MS. HARDING:** --- it wasn't at the transit center.
17 But anything right around that area ---

18 **MR. FURGESS:** --- that will clean it up.

19 **LARRY:** Yeah. And, again, we, we've -- we look at
20 the security part, we clear up the transit
21 center and the (unclear) and the Sumter Street
22 side, but when they go down to the block of
23 Blanding, that parking lot over there, that's
24 kind of like (unclear) because here it's
25 (unclear) we able to address. We cleans the

1 transit center and the surrounding areas. But,
2 again, once it passes a certain point, then we
3 just don't have no jurisdiction over the, over
4 Blanding Street. (Inaudible) comes the city or
5 yellow shirt or (inaudible) ---

6 **MR. FURGESS:** (Inaudible) you can see them under the
7 tree with a lawn chair and a cooler, somebody's
8 not doing their job. Not to what you see.

9 **MS. HARDING:** Yeah.

10 **MR. FURGESS:** Over there by the cabs is coolers and
11 lawn chairs.

12 **MS. HARDING:** Playing cards, and I don't even know
13 what they're doing.

14 **LARRY:** Well, we cleaned up the transit center and
15 they moved another 200 feet.

16 **MR. FURGESS:** They just moved by the front.

17 **MS. HARDING:** Yeah, till the city buy that whole
18 block and close the thing in.

19 **MS. BOWERS:** Plus, a lot of people are waiting on
20 that Megabus. And we see that ---

21 **MS. HARDING:** And that's a problem.

22 **MS. BOWERS:** Yeah.

23 **MS. HARDING:** That Megabus needs to go away.

24 **MS. BOWERS:** And Megabus, there's a line of people
25 waiting to get on the bus.

1 **MR. BENNETT:** Can we withdraw our permission for the
2 Megabus to -- I mean, would that be a wise
3 move, to ask them to pick up somewhere else?

4 **MR. SCHNEIDER:** We certainly can.

5 **MR. :** (Inaudible.)

6 **MR. ANDERSON:** Want to? I mean, y'all ---

7 **MR. BENNETT:** I don't see ---

8 **MR. ANDERSON:** --- don't want our bus systems to
9 integrate?

10 **MS. HARDING:** Right. But go pick up at the Greyhound
11 bus station.

12 **CHAIRMAN NEWMAN:** But I don't want us to confuse --
13 I mean, they -- the reality is that they're
14 another ---

15 **MS. HARDING:** Maybe Greyhound won't let them. A
16 bunch of riffraff.

17 **CHAIRMAN NEWMAN:** There are a number of external
18 factors that are causing folks to just
19 congregate in the area, whether it is homeless
20 folks in the area that they're walking over
21 there, or Megabus folks are waiting on somebody
22 to come and pick them up after they've gotten
23 dropped off, prisoner drop-off as well. But I
24 just don't want us to confuse, you know, folks
25 that need transportation, whether it's, you

1 know, within the city or coming from another
2 city, for just problematic folks. I mean, we
3 have them everywhere. I just think it's an
4 issue where there's a clear breakdown between
5 what our security is capable of doing and what
6 CPD is doing. And, you know, we may just try,
7 try to talk to them, have separate security
8 meetings, outside of this board meeting and
9 committee meetings. You know, we talked about
10 giving them (inaudible) property owners. That
11 one parking lot is a city-owned parking lot,
12 which you would think CPD officers would be
13 able to (inaudible). But I think there's some
14 sort of issue there as to why they're not doing
15 it. But, you know, there have been a number of
16 conversations before, you know, this most
17 recent incident happened. (Inaudible) we're
18 trying to close that gap and moving, and even
19 extending our area of operation on that block.

20 **MS. HARDING:** (Unclear) ---

21 **CHAIRMAN NEWMAN:** But they just -- we just haven't
22 quite got there yet.

23 **MS. HARDING:** Does the Megabus provide any security
24 or the prison people have any security? I
25 mean, we're the only ones paying for all this

1 security and ---

2 **CHAIRMAN NEWMAN:** I don't -- I mean, as far as the
3 prison drop-off, I don't -- I mean, I think the
4 biggest (inaudible) ---

5 **MS. HARDING:** I mean, I know the answer but ---

6 **CHAIRMAN NEWMAN:** Yeah, yeah, (inaudible) that's it.
7 But, yeah, I'm just saying that I don't, I
8 don't want us to point, you know, in one
9 direction and say something like Megabus, you
10 know, like is the problem.

11 **MS. HARDING:** Oh, it's a lot of things.

12 **MR. BENNETT:** I agree, it's ---

13 **MS. HARDING:** It's a lot of stuff.

14 **CHAIRMAN NEWMAN:** But I just don't want us to close
15 them off because I don't think it's a ---

16 **MR. SCHNEIDER:** A substantial part of this, we are a
17 growing city with higher (inaudible). I mean,
18 it's one of our urban (inaudible). We, as you
19 said, we had that meeting. One of the concerns
20 that has been expressed by Chief Holbrook and
21 Captain Marsh, who's come in and introduced
22 themselves in the board meeting, is there are
23 limits to being able to hang out on the
24 sidewalk or being able to sit in a public
25 location. You are allowed to just stand on a

1 sidewalk for hours on end. And so there are
2 some issues that they've expressed that, until
3 someone does something wrong, there's
4 limitations to what they can do. So it's, it's
5 our concern because it's our footprint. But,
6 as they expressed, until someone does something
7 wrong, they have the right to be there. So
8 that's something that maybe we can seek to get
9 some clarification and then maybe ask Captain
10 Marsh to come to the board and answer some
11 questions for your benefit and information.

12 **CHAIRMAN NEWMAN:** Okay.

13 **MR. SCHNEIDER:** If that's helpful.

14 **CHAIRMAN NEWMAN:** You know, if you all would like, I
15 mean, we can, we can definitely arrange that --
16 -

17 **MR. SCHNEIDER:** (Inaudible) solution that ---

18 **CHAIRMAN NEWMAN:** I mean, well, that could lead to --
19 that could lead to some solutions. But, I
20 mean, it is a -- I don't want to speak on
21 behalf of CPS, but it is a slippery slope. I
22 mean, we're talking about loitering laws
23 because that -- a slippery slope between just
24 -- insuring folks aren't loitering or just
25 hassling people that are standing in that area

1 briefly, like the example Mr. Furgess gave.
2 You know, there are some clear situations where
3 officers have ridden by and somebody's
4 (unclear) to camp in that area, they're just
5 letting them stay. Those are the problems that
6 we need to address.

7 **MR. WASHINGTON:** There's got to be some law around
8 this country on how (inaudible), we need to
9 find it out, because even if it is the local
10 police department, there's something out there
11 that can solve this problem.

12 **MR. BENNETT:** Can we get jurisdiction for our
13 security? I mean, security that would allow
14 them to extend beyond the borders of our
15 property?

16 **CHAIRMAN NEWMAN:** Well, that's, that's -- in those
17 (unclear) that we were talking about, you know,
18 with the city widening the ---

19 **MR. BENNETT:** (Inaudible) property on the street.

20 **CHAIRMAN NEWMAN:** --- the Wilder Realty parking lot
21 adjacent to it. The problem is that what we
22 have to consider as a board is the additional
23 ---

24 **MR. BENNETT:** Liability.

25 **CHAIRMAN NEWMAN:** And the additional expenses we're

1 going to incur because you have to have -- you
2 know, you don't want, just want to have one
3 guard walking if we're increasing the area and
4 space that they're supposed to protect. I
5 personally don't have a problem with this, you
6 know, if, if -- making an expenditure like that
7 because we are kind of a draw for the area,
8 that's impacting the area. But we need to be
9 utilizing CPD as much as possible. We need to
10 figure out what all they're going to do
11 (inaudible).

12 **MR. BENNETT:** There shouldn't be any discouragement
13 of a rider because we can't maintain security
14 and safety at a transit station. I mean, if
15 it's gotten to that point, and I think it has,
16 then we need to take action. I mean, that,
17 that's I think a critical thing that we need to
18 do as a board to shore up security around there
19 and do whatever we need to do to extend our
20 boundaries in order to accommodate that. If
21 the city is not going to do it, then we need
22 to, we need to work toward it.

23 **CHAIRMAN NEWMAN:** Let's see if -- what we can
24 organize and schedule with Captain Marsh. And
25 also see if we can get an update on the MOUs.

1 (Unclear) security meeting with New Age
2 Security ---

3 **MR. BENNETT:** Right.

4 **CHAIRMAN NEWMAN:** --- to see if anything -- we can
5 get an update on that. Or schedule a small
6 security meeting.

7 **MR. BENNETT:** Not to put you guys on the spot, but
8 any relief from the Glenn Detention drop-offs?

9 **CHAIRMAN NEWMAN:** (Inaudible.)

10 **MR. WASHINGTON:** Not unless you do it in your
11 neighborhood.

12 **MR. BENNETT:** Well, can -- could we at least drop off
13 those that are picked up in the county that are
14 not picked up in the city, drop them off in the
15 county?

16 **MR. WASHINGTON:** Those are the ones we drop off
17 there, for the city.

18 **CHAIRMAN NEWMAN:** No, they're not.

19 **MR. BENNETT:** Yes, they are.

20 **CHAIRMAN NEWMAN:** (Inaudible.)

21 **MR. WASHINGTON:** See, this is the problem right here.

22 **CHAIRMAN NEWMAN:** We talking about ---

23 **MS. HARDING:** How do other cities handle that?

24 **MR. BENNETT:** There's (inaudible) downtown.

25 **CHAIRMAN NEWMAN:** (Inaudible.)

1 **MR. WASHINGTON:** See, the problem is, the agreement
2 is you just don't open the gate and the door up
3 and let them walk out. The agreement is for the
4 community (unclear) to the jail. Because that
5 agreement said you will not release inmates --
6 well, you would not release (inaudible). So
7 the only location was transit.

8 **MR. BENNETT:** How about the sheriff's department on
9 Two Notch Road?

10 **MS. HARDING:** Right. How about the United Way?

11 **(All speaking over one another.)**

12 **MR. SCHNEIDER:** ADA Policy Review, we won't go into
13 the history for sake of time, however we had a
14 FTA required ADA Paratransit audit. Several of
15 the recommendations they have made, we went
16 back and forth with them quite literally for a
17 year on trying to find out what will satisfy
18 them. Two things they identified is, number
19 one, our appeals pol- -- these are minor but
20 they're regulatory and required. So we asked
21 FTA, because we wrote something up and they're
22 like, well, it doesn't do this, it doesn't do
23 that. So we said, tell us the sentences it
24 doesn't do and we will put them in the policy
25 to make you happy. So that is what we have

1 done. And the major change of this is, it
2 doesn't change who the appeals policy is. But
3 some of the items, and it says here, the FTA
4 identified the following corrections to the
5 previous appeals policy. And what this means
6 is if a person applies for DART service and
7 they're either denied service or they're given
8 a level of eligibility that they don't agree
9 with, they have the right to appeal that
10 policy. It's a federal requirement that an
11 appeals process take place. They have asked --
12 I think we had a 30-day window. They have
13 asked us to extend it to a 60-day window for
14 more reasonability. The second is, there was
15 at one point in time requiring the person that
16 appealed to submit statements concerning the
17 basis. So we -- in other -- and to provide
18 support information. That is not required.
19 Someone can just say "I appeal", and they don't
20 have to submit anything. Or they might just
21 come to the hearing and just speak for
22 themselves or a have an advocate speak. This
23 eliminates those two items, and we have support
24 from the FTA as of June 30. So that is a
25 formal request to make that approval. The

1 secondary item is the no-show, late
2 cancellation policy. When we drafted this in
3 the early days of the ADA, it was a miss -- had
4 one no-show, you get a warning. The second one
5 suspends you for two weeks. The third one
6 suspends you for a month. The fourth -- and
7 I'm exaggerating a little, but it was a very
8 Draconian approach. But we realized very
9 quickly that that wasn't the right thing to do,
10 so we didn't follow that. FTA's guide since
11 then, what we would do is, just to use a
12 similar example, if Council member Summer rides
13 once a week and she misses a trip, that's a lot
14 different from Dr. Morris who rides twice a
15 day, five days a week, missing one trip. So
16 what we would do is we would take into
17 consideration how often it's used and perform
18 a review, and does his disability -- maybe when
19 it's over 100 degrees it makes it hard to
20 travel. He doesn't know it's going to be 100
21 degrees till the day before. So there's a lot
22 of things that play into that. This provides
23 that latitude that the FTA has requested.
24 These don't have a, a major impact
25 operationally. But these are items that they

1 have requested. I incorrectly stated in the
2 last sentence of the memo that the FTA has
3 reviewed and approved these changes as of July
4 8th. Davida, please correct what I -- and say
5 what I should have said.

6 **MS. SISTRUNK:** As of July 8th, the no-show policy has
7 been revised and ---

8 **MR. SCHNEIDER:** Speak up a little bit, please.

9 **MS. SISTRUNK:** As of July 8th, the no-show policy has
10 been revised. In our previous submittal we
11 said that the board or the director would make
12 up our recommendation based off of a finding,
13 suggestions. So we're basically waiting for
14 those (inaudible) policies. But as far as the
15 appeals policy, that's (inaudible).

16 **MR. SCHNEIDER:** So, FTA, we've told them we're going
17 to recommend this to you and you approve it.
18 They have, FTA has said, if you approve the
19 appeals policy, we're good to go.

20 **MR. ANDERSON:** Okay. So the FTA (inaudible)?

21 **MR. :** Yeah.

22 **MR. ANDERSON:** Okay. I move to make a motion to
23 amend our ADA policies as presented in the
24 board packet.

25 **MR. WASHINGTON:** Second.

1 **CHAIRMAN NEWMAN:** Move and second. Any discussion?
2 Mr. Washington?

3 **MR. WASHINGTON:** (Inaudible.) Advisory comment,
4 given that CMRTA's new contractor may be using
5 in-person functional assessment as part of its
6 effort (inaudible) determination, CMRTA will
7 have to provide free transportation from such
8 (inaudible). CMRTA should remove this free
9 transportation application (inaudible) and/or
10 CMRTA's website. That's a requirement?

11 **MR. SCHNEIDER:** Yes. If you require a passenger to
12 go to a functional assessment in person, we're
13 requiring it of an applicant, we have to cover
14 the cost of doing that.

15 **MR. WASHINGTON:** Where do we bring them to, here?

16 **MR. SCHNEIDER:** Fernandina Road currently.

17 **MR. WASHINGTON:** (Inaudible.)

18 **MR. SCHNEIDER:** Harbison area, I-26, go to Home
19 Depot.

20 **MR. WASHINGTON:** Who is it?

21 **MR. SCHNEIDER:** (Inaudible) South Carolina.

22 **MR. WASHINGTON:** Oh. What's the status on -- I just
23 got (inaudible).

24 **MR. SCHNEIDER:** When you approve these, that
25 officially puts the check in the box that -- we

1 can't send our fee out without these policy
2 changes because the policy changes -- what
3 we're asking for has to reflect what we're
4 currently doing in our appeals process.

5 **MR. WASHINGTON:** Well, let me ask you this. All
6 right. If we'd done other assessments, we
7 wouldn't have to provide transportation?

8 **MR. SCHNEIDER:** How do you ---

9 **MR. WASHINGTON:** Because this said, because we're
10 using that particular assessment, a visual
11 assessment.

12 **MR. SCHNEIDER:** Only for those functional
13 assessments, where you have the person
14 traveling from a separate location, you must
15 provide them transportation.

16 **MR. WASHINGTON:** Instead of us going to them to
17 establish that?

18 **MR. SCHNEIDER:** Correct.

19 **MR. WASHINGTON:** Okay. All right.

20 **CHAIRMAN NEWMAN:** Any other comments? We've got a
21 motion on the floor. All in favor signify by
22 saying Aye.

23 **ALL:** Aye.

24 **CHAIRMAN NEWMAN:** Any opposed? Ayes have it.

25 **MR. SCHNEIDER:** Contract Oversight, third-party.

1 There was a request for information back then,
2 and Derrick Huggins requested information for
3 third-party oversight. A preliminary package
4 is available. We did not put that in here
5 because there were cost items and it may be a
6 negotiable item. So that's with that. The
7 question is, do you want to seat that in
8 executive session. But at a minimum we can
9 discuss the general scope of it with the
10 handout itself. But the next step would be to
11 further examine and discuss options for moving
12 forward with price and scope. You can have an
13 open solicitation or you can directly execute
14 a professional services contract to that
15 extent. But we still have to negotiate final
16 price, terms and conditions. A single member
17 of the board, committee of the board, board as
18 a whole may all seek to do that. But we do
19 have that information. A copy was sent -- or,
20 a copy was sent; we have that available for
21 handout in executive session (inaudible).

22 **MR. WASHINGTON:** Mr. Chair?

23 **CHAIRMAN NEWMAN:** (Inaudible) question?

24 **MR. WASHINGTON:** Your discussion, was it contract
25 oversight or was it a, was it a auditing arm to

1 the board?

2 **MR. BENNETT:** My recommendation would be that it
3 would be an auditing arm, reportable to the
4 board on a quarterly basis, that would look at
5 operations of the system and recommend, approve
6 (inaudible) changes and deficiencies.

7 **MR. WASHINGTON:** Okay. We need clarity. Where this
8 says Contract Oversight, I was thinking, just
9 like you said, we'd discuss that it was an
10 auditing arm ---

11 **MR. SCHNEIDER:** A scope (inaudible) ---

12 (All speaking over one another.)

13 **MR. BENNETT:** And that's what I'm in here for.

14 **MR. SCHNEIDER:** Correct. That's what we provided.
15 It would be the bundling of that, and then
16 analyzing that information.

17 **MS. HEIZNER:** I think the question is, do y'all want
18 to defer that to executive session, to see the
19 material and (inaudible) the pricing.

20 **MR. WASHINGTON:** Yeah, that's (inaudible).

21 **MR. BENNETT:** Mr. Chairman, I apologize, but I do
22 have to leave at quarter of two.

23 **CHAIRMAN NEWMAN:** All right. All right.

24 (Inaudible.)

25 **MR. ANDERSON:** And, Mr. Chair, I move that we discuss

1 the contract oversight program in the executive
2 committee.

3 **MR. WASHINGTON:** Did you make a motion to go into
4 executive session?

5 **MR. ANDERSON:** No. That we defer this to the
6 executive session at the end.

7 **CHAIRMAN NEWMAN:** Second. (Inaudible.) I second
8 it. All right, all in favor, signify by saying
9 Aye.

10 **ALL:** Aye.

11 **CHAIRMAN NEWMAN:** Any opposed? All right.

12 **MR. ANDERSON:** Going to the front page as fast as I
13 can. So on the Service and Standards, we will
14 present the ridership data, which you have in
15 your packet. The high point, in June we had
16 191,000 riders. Ridership on the 401 and 101
17 largely recovered from service changes we'd
18 made previously. And we are on track to 2.2
19 million passengers this year. So we're doing
20 great. Is there anything we'd add to that?
21 Okay. The next issue is the North Main service
22 model. To give some context, this started --
23 this discussion originally started from a
24 request to replace the former service to
25 Greenview and State Park. I think I've got

1 that -- I forget the exact bus lines, but that
2 general area of town. Staff -- so it was sent
3 to Service and Standards. Staff came in and
4 suggested that instead of just putting back the
5 old routes as they were 20 years ago, that we
6 re-work several lines in that particular area
7 to better serve the entire area. Although they
8 admitted that they were not in a position to
9 have thoroughly studied it in the two weeks
10 between the previous board meeting and the
11 Service and Standards meeting. We as a
12 committee took no action except to request the
13 board review the preliminary idea and either
14 have them proceed on that study or not. Does
15 that capture what happened? So, without going
16 in -- I mean, it's a relatively long
17 presentation, so I would actually -- I don't
18 know whether y'all want to dive into it or not
19 right now.

20 **MS. HARDING:** Well, you don't think that they've been
21 able to spend enough time developing it?

22 **MR. ANDERSON:** No. No. They're ---

23 **MS. HARDING:** (Inaudible.)

24 **MR. ANDERSON:** It's going to take months. Even I
25 don't think we need (inaudible). I mean, the

1 presentation takes 20 minutes. The study
2 that's required is going to take 15, 20
3 minutes. I mean, the study would take several
4 months to do, to really understand ridership in
5 that part of town and study the analysis, the
6 fiscal impact of the route changes. So as --
7 we don't have a -- so my suggestion would be
8 that we send them to go ahead and study that.
9 Instead of just adding routes back ---

10 **MS. HARDING:** Yeah.

11 **MR. ANDERSON:** --- that my motion would be to ask
12 the staff to study that, bring it back to
13 Service and Standards in three months, when
14 they're done, which would put us -- September,
15 October -- in the October Service and Standard
16 committee? Would that be sufficient time to
17 have a thorough, thoroughly vetted proposal?

18 **MS. HARDING:** Which would include pricing.

19 **MR. FURGESS:** Now I'm kind of lost, now.

20 **MR. ANDERSON:** I'll restate it, just one second.

21 **MR. FURGESS:** Yeah.

22 **MR. ANDERSON:** Is that enough time?

23 **MR. FURGESS:** Yes, sir.

24 **MR. ANDERSON:** Okay. So my motion would be, instead
25 of us diving into this today, and instead of

1 just re-introducing the previous routes, which
2 were the 30 ---

3 **MR. FURGESS:** Three.

4 **MR. ANDERSON:** Thirty-three. That we task the staff
5 to begin a study for that portion of town.
6 We'll call it the North Main service area,
7 which would include the previous 33, the 101 --
8 what other routes were involved? The 23 -- we
9 ask them to embark on a study and come back in
10 about three months to Service and Standards
11 with a fully vetted proposal to re-work service
12 in that area, to cover the areas that this was
13 originally intended to address.

14 **MS. HARDING:** That will include costs?

15 **MR. ANDERSON:** That would include costs, it would
16 include impact on fleet, it would include
17 impact on drivers, and it would include an
18 implementation schedule.

19 **MS. HARDING:** And that's your motion?

20 **MR. ANDERSON:** Yes.

21 **MS. HARDING:** I second that.

22 **MR. ANDERSON:** That's a motion.

23 **MR. FURGESS:** I'm kind of lost.

24 **CHAIRMAN NEWMAN:** Mr. Furgess?

25 **MR. FURGESS:** And maybe Ron can explain it. I mean,

1 I've seen a whole bunch of routes. Trying to
2 figure out how do you get here. We were
3 talking about 101 and 30 and 30 -- 101 and 33,
4 how to get to all these other routes.

5 **MR. ANDERSON:** Well, remember when we -- what you had
6 -- I think what you had asked is that we put
7 back what used to be the 33?

8 **MR. FURGESS:** Thirty-three.

9 **MR. ANDERSON:** Yeah. And so that came to Service and
10 Standards. And when they came in, they said it
11 would be better, instead of just putting the 33
12 back, to re-work all the routes in that area of
13 town because it would be more efficient with
14 the buses, it'd be more cost effective, and it
15 would provide better service for the riders.
16 That was their suggestion. And at the time, we
17 didn't take any action on it other than to say
18 we needed to bring it back and get more
19 direction from the board. And so that was what
20 I was bringing back. And from that, I'm making
21 the motion that we go ahead and give them three
22 months to go back to Service and Standards, in
23 the October Service and Standards meeting, to
24 bring back a fully vetted proposal to re-work
25 all the routes in that area to cover the areas

1 that you were interested in getting service to.

2 **MR. FURGESS:** Now, what does that do with the 33 and
3 the 101?

4 **MR. ANDERSON:** Everything that we have in place today
5 will stay in place.

6 **MR. FURGESS:** Okay. All right.

7 **MR. ANDERSON:** And then at the -- in October, Service
8 and Standards would get a fully vetted proposal
9 that would cover replacing service to the areas
10 in Greenview and I think State Park, which you
11 were interested in getting service to.

12 **MR. FURGESS:** Meadowlake.

13 **MR. ANDERSON:** Yeah, Meadowlake.

14 **MR. FURGESS:** Okay.

15 **CHAIRMAN NEWMAN:** All right.

16 **MR. WASHINGTON:** (Inaudible) not going after
17 September 8th, so probably January 1?

18 **MR. ANDERSON:** Yeah. That would give us time -- give
19 them time to study it, come back with a thought
20 -- a well-thought and well-vetted proposal that
21 covers the -- replacing the service in the area
22 that they want.

23 **MR. WASHINGTON:** Okay.

24 **MR. MORRIS:** So, Ron?

25 **MR. ANDERSON:** Yes, sir?

1 **MR. MORRIS:** What you're saying, areas like
2 Meadowlake and Greenview, at the earliest they
3 could be serviced is three months? Well, more
4 than three months because we're bringing you
5 the study back in three months.

6 **MR. ANDERSON:** Yeah. Yeah. It would probably be --
7 it would take more than three months. It would
8 be three months before we would even have a
9 full proposal in front of us about how to
10 resolve that problem.

11 **MR. MORRIS:** Does it really take that long?

12 **MR. ANDERSON:** Yes. Once you see the -- I mean, we
13 could dig into it if you want, but it's a
14 pretty -- their initial thought process is to
15 re-work all the routes in that part of town so
16 that we only really need I think one more bus
17 to cover all the same areas that we're covering
18 now. We would end up with service in areas we
19 don't have it. We would end up with better
20 service on the areas we do have it. But, but
21 that's a -- it's a real complicated -- there's
22 a lot of re-route of routes in that area
23 already. Some of them would move around and
24 some would go different places. So it's --
25 they didn't really have time to vet that or to

1 fully flesh that out in the service and
2 standards committee.

3 **MS. HARDING:** And we haven't done anything with that
4 area of town in how long?

5 **MR. SCHNEIDER:** Approximately one year.

6 **MR. ANDERSON:** Right. Right. We were -- we did some
7 changes to the 101, mostly those were downtown
8 though.

9 **MR. SCHNEIDER:** And we improved the frequency on the
10 23, which is -- it's adjacent to but not
11 directly serving Greenview.

12 **MR. ANDERSON:** Right.

13 **MR. FURGESS:** Can we, can we hear your motion again?

14 **MR. ANDERSON:** Okay. So my motion would be to -- for
15 the staff to come back to Service and Standards
16 in the October service and standards committee
17 meeting with a North Main service model that
18 would cover the gaps that you originally
19 identified at Greenview and Meadowlake. And
20 that -- that their proposal would include
21 routes, route changes, stop changes, pricing,
22 implementation plan, and the impact on fleet
23 and impact on -- well, there wouldn't be an
24 impact on the board in this instance, but if
25 there were an impact on the board that that be

1 in that as well.

2 **CHAIRMAN NEWMAN:** All right. Is there a second?

3 **MS. HARDING:** I second it.

4 **CHAIRMAN NEWMAN:** All right. Is there any further
5 discussion?

6 **MR. FURGESS:** Yes.

7 **CHAIRMAN NEWMAN:** Mr. Furgess?

8 **MR. FURGESS:** I'm going to -- since the discussion
9 has been all day about dates, just need to put
10 a date on it, an effective date.

11 **MR. ANDERSON:** Well, this would be the return to
12 Service and Standards.

13 **MR. FURGESS:** For an effective date of the routes.

14 **MR. ANDERSON:** Well, we're not that far yet.

15 **MR. FURGESS:** Oh.

16 **MR. ANDERSON:** The first step would be go back to
17 Service and Standard, and the implementation
18 would be part of their proposal. So in that,
19 they would come in in October and say, okay, we
20 want to do these changes on this date. And
21 that'd be a part of (inaudible).

22 **MR. FURGESS:** (Inaudible.)

23 **MR. ANDERSON:** Yeah.

24 **MR. WASHINGTON:** The only reason I said January 1,
25 because there are things that Operation has to

1 do so we can get to that point.

2 **MR. ANDERSON:** Right.

3 **MR. WASHINGTON:** I mean, the optimal time would be
4 January.

5 **MR. ANDERSON:** Right.

6 **MR. WASHINGTON:** Because we're going to miss the
7 September 8th deadline.

8 **MR. ANDERSON:** Yeah.

9 **CHAIRMAN NEWMAN:** Anything else? All right. All in
10 favor, signify by saying Aye.

11 **ALL:** Aye.

12 **CHAIRMAN NEWMAN:** Any opposed? (Inaudible.)

13 **MR. ANDERSON:** Okay. The second one was same idea,
14 same problem. This emanated the southeast side
15 of town. This originally -- this started a
16 little different. It started as a discussion
17 of how to adjust the 401. The 401 was having
18 some timing problems, I believe.

19 **MR. LL:** Yeah.

20 **MR. ANDERSON:** I forget how many months ago this came
21 up. It went to Service and Standards. We made
22 a recommendation, which I don't remember
23 anymore. It came back here. The board at the
24 last -- two board meetings ago, sent back to
25 the service and standard committee, so we heard

1 it in service and standard committee, the 401
2 issues. In the process of the two service and
3 standard committee meetings, one of the ideas
4 was to re-work all the routes on the southeast
5 side of town. The board last month asked that
6 Service and Standards review that. We looked
7 at it. But, once again, it's not fully vetted,
8 doesn't have any costs or anything on it. So
9 my suggestion would be, and my motion would be,
10 to do the same thing. Ask them to come back --
11 is that reasonable, to do two of these at once?
12 Okay. To ask the staff to bring back a fully
13 vetted proposal to re-work all the routes on
14 the southeast side of town at the October
15 service and standard committee. With fiscal
16 impact ---

17 **MR. WASHINGTON:** Fleet.

18 **MR. ANDERSON:** --- fleet ---

19 **MR. :** Operations.

20 **MR. ANDERSON:** --- operations ---

21 **MR. BENNETT:** Time line.

22 **MR. ANDERSON:** --- time -- implementation time line,
23 and board impact. The reason I keep bringing
24 up board impact, just so you know, is that when
25 we absorbed that line, the Eastover line, when

1 we absorbed that, I think that under our
2 agreement we are going to have to have to add
3 a person to the board. And we ---

4 **MS. HEIZNER:** Potentially you add a member, correct.

5 **MR. ANDERSON:** But we didn't discuss that when we
6 were voting to absorb that line. So I'm just
7 saying, for future reference, that any time
8 we're going to do a service change, that we at
9 least consider whether that impacts or causes
10 us to impact our board. So.

11 **MR. BROOM:** Second.

12 **CHAIRMAN NEWMAN:** All right. Any discussion on that?

13 All in favor, signify by saying Aye.

14 **ALL:** Aye.

15 **CHAIRMAN NEWMAN:** Any opposed? Ayes have it.

16 **MR. ANDERSON:** Okay. The third -- the fourth thing
17 is the 401. The original reason that we
18 started talking about the southeast side of
19 town is the 401 was having some timing
20 problems. Staff bounced back and forth. The
21 last Service and Standards they brought us, and
22 it's in here, five or six options for adjusting
23 the 401 immediately to deal with the problems
24 with it. We can either go through the whole
25 thing -- I can tell you though, basically, the

1 three -- Mr. Furgess, Jake and myself narrowed
2 it down to two options that were viable. And
3 I think, if you flip down to page 53 to 75 --
4 actually, start on page 58. The two options
5 that we had left at the end of the day that we
6 said were still viable were adding a wildcat,
7 which is basically we run a -- instead of
8 changing the schedule or re-route, working the
9 route, you just add another bus to the route.
10 Okay?

11 **MR. SCHNEIDER:** Only when necessary.

12 **MR. ANDERSON:** Only when necessary. And that pulls
13 all -- that gets people running back on time
14 that way. The only -- we eliminated going to
15 a 40-minute service. The -- we eliminated
16 removing the V.A. loop. We eliminated going
17 back to Blossom. And the other option that we
18 agreed on -- that was viable, was cutting the
19 bottom of The Orbit. Right now the 401 comes
20 into downtown and turns left at Sumter and
21 right on College and right on Assembly. And
22 what the second proposal would do is it would
23 just continue down Gervais and turn right on
24 Assembly. So we'd just cut the bottom six
25 blocks off of The Orbit on the 401 and that

1 would get the timing running again. And so we
2 voted, and we voted two to one to cut the
3 bottom of The Orbit, so. Question?

4 **MR. BENNETT:** A few minutes ago we just -- we
5 discussed adding a ten-minute extension to
6 another route ---

7 **MR. ANDERSON:** Right.

8 **MR. BENNETT:** --- to accommodate -- what's the
9 problem with just extending the timing of the
10 route for ten minutes?

11 **MR. ANDERSON:** It was a long discussion. I mean,
12 it's a really long ---

13 **MR. BENNETT:** We just did it. We just did it on
14 another route.

15 **MR. ANDERSON:** This was a -- that was a stand-alone.

16 **MS. HARDING:** That's stand-alone ---

17 **MR. ANDERSON:** That was a stand-alone route that only
18 services Fort Jackson, on the base. That's the
19 on-base route which we're talking about. The
20 401 is the trump route out of downtown, down
21 Devine, out Garners Ferry Road.

22 **MR. SCHNEIDER:** Page 69.

23 **MR. ANDERSON:** Yeah. So that was, that -- so it's
24 materially a very different route. And it was
25 going to throw off a lot of other things to

1 move it to a 40-minute route. Although it's
2 been brought to my attention that if we keep
3 asking people, we'll get different opinions on
4 which of these is the best, so. That's how we
5 voted on it, was to do that. We can hear the
6 whole presentation and vote, or you all can
7 take us at our -- that's up to y'all.

8 **MR. BENNETT:** The reason for changing ---

9 **MR. ANDERSON:** This all resonated ---

10 **MR. BENNETT:** The reason for doing this is because
11 the route can't run on time.

12 **MR. ANDERSON:** Correct.

13 **MR. SCHNEIDER:** And I did some homework into this,
14 and when we looked at this we were trying to
15 resolve a short-term on-time performance issue.
16 And, as you can tell, when we started looking
17 at some of ths information, reaching out with
18 colleagues, asking questions, part of this
19 comes into an even -- you know, there's three
20 different opinions on the solutions. I have a
21 different opinion, Sam has a different opinion,
22 Larry has a different opinion. So we came to
23 a consensus among -- I'm on this -- almost 75
24 years of expertise in the room, we can't even
25 come to a consensus. So the -- talked to some

1 colleagues, what they recommended is, look,
2 what kind of data analysis have you done? And
3 the answer is, just looked at a small section.
4 Their advice was to really just focus -- look
5 at the whole comprehensive route because, if
6 you look at this route, you have a large, large
7 service area that goes beyond I-77.

8 **MR. ANDERSON:** To interrupt, when you say look at a
9 route, what do you mean?

10 **MR. SCHNEIDER:** Okay. So what we need to do, for
11 example, is break it down into individualized
12 segments. So what would the segment be for the
13 downtown core? We would identify maybe on a
14 density basis out to Kilbourne or Beltline,
15 call that a segment. Call a separate segment
16 out to Garners Ferry to I-77. And then a
17 separate segment from I-77, circling the loop.

18 **MS. LAWLOR::** The tape is going out.

19 **MR. :** (Inaudible) to policy.

20 (At this point, the audio is changed to a new
21 disk.)

22 **MS. LAWLOR::** Okay.

23 **MR. SCHNEIDER:** Okay. So we would separate the route
24 into segments, perform an analysis of how many
25 residents -- what we call trip generators,

1 which are large locations such as the V.A., the
2 hospital, a WalMart, major retail strip malls,
3 apartment complexes where you have a high
4 density of data. Also looking at -- get actual
5 on/off counts that would match up to the
6 ridership. So we wouldn't do a semi-sample, we
7 would do a comprehensive sample of the full
8 route.

9 **MR. ANDERSON:** Which, if I could interrupt, we did a
10 semi-sample of the area around the bottom of
11 The Orbit. So we did -- Operations provided a
12 sample of on/off boardings and exits running
13 basically from the corner of Sumter and
14 Gervais, down and around by the university,
15 back up Assembly.

16 **MR. BENNETT:** (Unclear) here?

17 **MR. ANDERSON:** No. We did that previously. But,
18 just so you have some context, there was a
19 sample done but it was only on one little piece
20 of the route, on a route that goes ten, 12
21 miles.

22 **MR. SCHNEIDER:** And so what we would also do is then
23 analyze the -- where the route loses time. You
24 say route loses time, there are just certain
25 intersections that the route can't -- doesn't,

1 doesn't handle left turns well or there's -- so
2 we can say, well, it struggles to make a left-
3 hand turn; what's the actual study? What's the
4 numbers, how many left-hand turns, how often
5 does it wait? So really go in-depth and
6 analyze the performance of the route. Because
7 one of the concerns that we have overall is,
8 when you look at the density of that large
9 service area out on Leesburg Road, etcetera,
10 that doesn't have the same level of density as
11 it does in that portion of downtown. So it's
12 worthwhile to really -- and to give you the
13 information to make this decision at a more
14 comprehensive level. In the meantime, we can
15 implement an operation solution to get the
16 route performing on time. But we owe you that
17 more detailed information so you can make a
18 strong decision. And what it also allows us to
19 do is not, not affect the route again. I asked
20 Sam to put a data chart together, and it was in
21 his larger presentation. So forgive me for you
22 not having this. You were planned to have this
23 information at your finger -- up on the screen.
24 But when we've adjusted the routes -- our
25 ridership climbed to the roughly 16,500 mark.

1 We introduced the 401. It dipped because there
2 were some service changes, but it bounced back
3 immediately to that 16,500 level. Then we
4 changed it to use Blossom Street, and it dipped
5 to almost 12,000. So then the customers get
6 used to it again and it climbs all the way back
7 to 15,000. Not where it was before, but we're
8 back to Hardin Street, we addressed the
9 concerns of John, so we've moved forward on
10 that.

11 **MR. FURGESS:** (Inaudible) for a moment. We had --
12 all of this information that's in this packet
13 for 401, we had it at the last board meeting
14 and we sent it to Service Standard. Service
15 Standard gave you -- sent back what it
16 approved. Why are we re-discussing this
17 information?

18 **MR. ANDERSON:** Well, I think he was asking -- he was
19 answering the question, what would a 401 study
20 look like.

21 **MR. SCHNEIDER:** And so part of the ---

22 **MR. ANDERSON:** But to be -- as a point of order, I
23 did report out that we voted two-one to cut the
24 bottom off The Orbit. That was how Service and
25 Standard voted.

1 **MR. WASHINGTON:** That's the recommendation from
2 Service and Standard ---

3 **MR. ANDERSON:** Correct.

4 **MR. SCHNEIDER:** So one of the things we've
5 identified, if we're going to be looking at the
6 -- there's, there's no ridership right there.
7 And so you're able to see when we introduce the
8 401, you have the ridership dip, which is very
9 common; but then the ridership comes back, and
10 then the ridership drops again when we service
11 Blossom Street. And then when we moved to
12 Hardin the ridership dips again shortly
13 thereafter. And it has since climbed. So, in
14 spite of the on-time performance concerns, we
15 had the highest ridership the route has seen in
16 almost two years. So one of the concerns we
17 have is knowing the patterns we have. We saw
18 the same thing with the 101. Once we
19 implemented the 101 route, ridership jumped
20 from the 14,000 to 18,000 passengers. The 101,
21 the best it's done since we started adding the
22 circles and the concerns and all that, we're
23 barely breaking 16,000 passengers per month.
24 So each time we adjust a route, there are
25 negative consequences to the actual riders and

1 they don't ride as often. And the passengers
2 have been stressed. Constant changes makes it
3 difficult. So the concern that we would simply
4 have is, in doing the data study, knowing we
5 have this information, to make a change now to
6 possibly make a change for a January time
7 frame, that would be the sixth change on a
8 route in 16, 17 months. And as you can see
9 from the data, each time we make a change the
10 ridership plummets, and then it slowly builds
11 back. But the 101 has not yet recovered from
12 the success that we saw right after the initial
13 introduction.

14 **MS. HEIZNER:** So, is there a motion?

15 **MR. WASHINGTON:** What's the committee's
16 recommendation?

17 **MR. ANDERSON:** The committee's recommendation was to
18 cut the bottom off The Orbit.

19 **MR. WASHINGTON:** I second that.

20 **MR. ANDERSON:** Well, that wasn't a motion, that was
21 just our recommendation.

22 **MR. WASHINGTON:** All right. I make a motion to cut
23 the bottom off.

24 **MR. :** Was that based on the committee's
25 recommendation?

1 **MR. BENNETT:** Was that the only recommendation?

2 **MR. :** To deal with the 401, yeah.

3 **MR. BROOM:** I was -- I voted against it, and I have
4 a different recommendation if you're interested
5 in that.

6 **MS. HARDING:** Okay.

7 **MR. BROOM:** I voted against it because we don't have
8 data for the full route, and we're cutting --
9 we're reducing service by cutting this bottom
10 off the route in the most dense part of the
11 county, most densely populated area of this
12 route, to solve an issue that might be caused
13 in the least dense part of this route. And we
14 don't -- we don't know where people are getting
15 on and off throughout the route. So I disagree
16 with the idea that we should decrease access to
17 people who work at USC and go to USC in order
18 to solve a problem that might not be caused by
19 USC.

20 **MR. WASHINGTON:** All right.

21 **MR. BROOM:** And I think a wildcat -- putting a
22 wildcat bus will get great temporary solution
23 until we have a comprehensive solution that
24 will be a permanent solution. It wouldn't
25 interrupt service. Nobody would know the

1 difference on the route we run on time. So
2 that's what I was supporting ---

3 **MR. FURGESS:** And I second that motion.

4 **CHAIRMAN NEWMAN:** So that was his motion, and you're
5 seconding it?

6 **MR. FURGESS:** No. Kelvin's motion.

7 **MR. ANDERSON:** He's seconding Kelvin's motion.

8 **CHAIRMAN NEWMAN:** Okay.

9 **MR. FURGESS:** Seconding Kelvin's motion.

10 **CHAIRMAN NEWMAN:** All right. For the record, right
11 before you were about to second, I was about to
12 second Jake's motion. So, anyway. (Inaudible)
13 there's a question, then we'll take it
14 (inaudible).

15 **MS. LAWLOR::** So what is Jake's motion?

16 **MR. WASHINGTON:** He's a (inaudible).

17 **CHAIRMAN NEWMAN:** I'll clarify (inaudible).

18 **MR. WASHINGTON:** Gervais, Sumter, Pendleton, Assembly
19 Street?

20 **MR. ANDERSON:** Yes.

21 **MR. WASHINGTON:** (Inaudible.)

22 **MR. ANDERSON:** Yes.

23 **MR. WASHINGTON:** Didn't we look at, at that point,
24 how many drop-offs we had at that point?

25 **MR. ANDERSON:** Yes.

1 **MR. WASHINGTON:** What is that data?

2 **MR. ANDERSON:** Yeah, we did that.

3 **MR. SCHNEIDER:** It was 273 in the month of February,
4 for a two-week period.

5 **JACKIE:** Five weeks.

6 **MR. SCHNEIDER:** Five weeks?

7 **MR. WASHINGTON:** So per day have been what?

8 **JACKIE:** About 23 point something. Three point
9 passengers per day.

10 **MR. WASHINGTON:** And then -- I mean, this is my
11 logic: because some of the drivers have an
12 issue making that left at Sumter and Gervais --
13 I'm sorry, Sumter and -- and it holds that bus
14 out, to give it to them, Pendleton has
15 somewhere about -- how many buses stopping at
16 Pendleton stop?

17 **LARRY:** Should be about three. 401 (inaudible).

18 **MR. WASHINGTON:** Yeah, it's three buses already go to
19 that location from that block, from Sumter --
20 from Gervais to Pendleton, what, two blocks?

21 **LARRY:** Two blocks.

22 **MR. WASHINGTON:** That was my logic. (Inaudible.)
23 Because, I mean, it's about -- my understanding
24 is the time difference. Traditionally that bus
25 went straight down Gervais, to Assembly Street

1 (inaudible) right, so. We need to take it back
2 to the way it was before.

3 **MR. :** (Inaudible.)

4 **CHAIRMAN NEWMAN:** All right. So ---

5 **MR. FURGESS:** I second.

6 **CHAIRMAN NEWMAN:** So this may be a little bit odd,
7 but basically we've got -- we've got one motion
8 we're about to vote on. Can there be a
9 subsequent motion? Does anybody -- it's a
10 little bit unorthodox, but does anyone else
11 have any other suggestions or proposed motion
12 before we start going through the process of
13 voting on one? Either one thing at all or two
14 (inaudible).

15 **MR. ANDERSON:** Don't we have a motion and a
16 substituting motion, or what ---

17 **CHAIRMAN NEWMAN:** It's not a substitute, I'm not ---

18 **MR. ANDERSON:** I'm sorry, we have a motion ---

19 **CHAIRMAN NEWMAN:** We have a motion to cut it off
20 right now.

21 **MR. ANDERSON:** So we're just doing the one?

22 **MS. HEIZNER:** Yeah. It's just easier to go one at a
23 time.

24 **MR. BENNETT:** My other motion would be to leave it
25 alone.

1 **MR. ANDERSON:** Okay.

2 **MR. BENNETT:** Not do anything.

3 **CHAIRMAN NEWMAN:** All right, so. So this is what --
4 just so everybody's clear, we have a pending
5 motion to cut it off right now, which was moved
6 by Mr. Washington and seconded by Mr. Furgess.
7 And there will likely be, after that, a motion
8 to implement a wildcat temporary solution. And
9 there will likely be a motion after that to not
10 do anything. All right. So, is there any
11 discussion on Mr. Washington's motion to cut it
12 off, before we vote about it?

13 **JACKIE:** Just so you know, a wildcat is an additional
14 bus.

15 **CHAIRMAN NEWMAN:** Uh-huh.

16 **MS. :** That's an additional bus which we don't have.

17 **MR. WASHINGTON:** We do not have (inaudible)?

18 **MS. BOWERS:** We don't have extra buses.

19 **CHAIRMAN NEWMAN:** All right. So we'll get to that
20 when we get to that motion. All right, so ---

21 **MR. WASHINGTON:** Who's saying the motion?

22 **CHAIRMAN NEWMAN:** The motion is ---

23 **MR. WASHINGTON:** Cut off Sumter -- Gervais Street,
24 Sumter, Pendleton to Assembly, cut that portion
25 (inaudible).

1 MR. : That motion means that the bus ---

2 MR. WASHINGTON: The bus will go straight
3 (inaudible).

4 MR. : --- will be on time?

5 MR. BROOM: Yes, sir. It's page 62 if you want to
6 look at it. Kind of got a -- the left is what
7 it is and the right is what this motion's
8 (inaudible).

9 MR. BENNETT: Are we in discussion (unclear)?

10 CHAIRMAN NEWMAN: Yeah, we're in discussion period on
11 the motion to ---

12 MR. BENNETT: We've got the fourth highest ridership
13 route in our fleet, and we're talking about
14 making a change that we don't need to make.
15 Leave it alone and we'll deal with it when we
16 review all these other routes.

17 MR. WASHINGTON: But right now, the bus is not making
18 it on time.

19 MR. BENNETT: It's still the -- it's got the fourth
20 highest ridership ---

21 MR. WASHINGTON: I understand that.

22 MR. BENNETT: --- and it's increasing its ridership.

23 MR. WASHINGTON: (Inaudible) buses at that
24 intersection. They've got three opportunities
25 for people to catch buses. You don't have that

1 anywhere in the system, where people can go to
2 one location and catch three different buses.

3 **CHAIRMAN NEWMAN:** So what I say to that is, if that's
4 your position, then you vote against Mr.
5 Washington's motion to cut it off.

6 **MS. HARDING:** That's right.

7 **CHAIRMAN NEWMAN:** All right. Any further
8 discussion? All right. So now Mr.
9 Washington's motion, all in favor will you
10 raise your hand, please?

11 **MR. :** Aye.

12 **CHAIRMAN NEWMAN:** Keep -- raise it, keep your hand so
13 we can get a report. All right. Everyone
14 that's opposed?

15 **MR. FURGESS:** You're opposing your own
16 recommendation.

17 **MR. ANDERSON:** Jake -- Jake was really persuasive.

18 **MS. HARDING:** I think that's even more persuasive.

19 **CHAIRMAN NEWMAN:** I (inaudible) that motion. Would
20 you restate your motion, please?

21 **MR. BROOM:** Can I clarify whether or not a bus is
22 available before I make my motion?

23 **CHAIRMAN NEWMAN:** Please.

24 **MR. BROOM:** I would like to find out -- if a bus is
25 not available, I'm not going to make that

1 motion, so.

2 **MS. BOWERS:** No, there's not one available.

3 **MS. HARDING:** There ain't no bus. There ain't no bus
4 available.

5 **MR. SCHNEIDER:** There is a (inaudible) with Fleet
6 Management, with run cuts and the opportunity
7 for example can be done, especially during the
8 mid-day, if there's concern in the mid-day, not
9 all of our buses are out on the street. So we
10 have time frames during the middle of the day
11 where there are available vehicles. We have a
12 peak number, but if you look at the utilization
13 throughout the day, those numbers can adjust.
14 It doesn't have to be used -- it means if it's
15 not needed, you don't use it.

16 **CHAIRMAN NEWMAN:** Okay. So that -- without
17 elaborating on it, this ---

18 **MR. FURGESS:** We're in the discussion period?

19 **MS. HARDING:** Yeah.

20 **CHAIRMAN NEWMAN:** We are not in a discussion period,
21 just ---

22 **MR. WASHINGTON:** Do you have a motion on the table?

23 **MR. FURGESS:** No.

24 **MR. :** No.

25 **CHAIRMAN NEWMAN:** All right.

1 **MR. WASHINGTON:** So that motion fails, so let's go to
2 the next option.

3 **CHAIRMAN NEWMAN:** That was not even a motion to fail.

4 **MR. WASHINGTON:** No. The first motion failed.

5 **CHAIRMAN NEWMAN:** All right, so let's ---

6 **(All speaking over one another.)**

7 **CHAIRMAN NEWMAN:** Let me ask one question. Before I
8 move for a final (unclear) temporary solution,
9 you should -- as executive director, are you
10 telling me that we can successfully implement
11 this recommendation?

12 **MR. SCHNEIDER:** I believe we can, absolutely.

13 **CHAIRMAN NEWMAN:** All right, I'm ---

14 **MR. WASHINGTON:** (Unclear) can, or can we do it?

15 **CHAIRMAN NEWMAN:** Can we do it.

16 **MR. SCHNEIDER:** I don't have control over how
17 Operations or Dispatch is, but (unclear) makes
18 its fleet utilization, I don't get to implement
19 the third shift in the maintenance department,
20 which is maybe improve maintenance and have
21 more vehicles available at peak. I don't have
22 that autonomy or control.

23 **MR. WASHINGTON:** So who would give you a comfort
24 level to know that you can get it done?

25 **MR. SCHNEIDER:** We're having the third shift

1 maintenance, that we're having a fleet
2 availability. If you look at the total number
3 of vehicles we have, the total number of
4 vehicles in the fleet and the total number
5 vehicles that we utilize, effectively there are
6 available vehicles. We did a vehicle count ---

7 **MR. WASHINGTON:** How many spare vehicles do you have?

8 **MS. BOWERS:** If you do it in the wintertime, you're
9 fine. This time of the year, it's hard.

10 **MR. WASHINGTON:** How many spare vehicles do you have?

11 **MS. BOWERS:** How many spare ones do you have?

12 **MR. BLACK:** We have ---

13 **MR. BENNETT:** None.

14 **MS. HARDING:** None.

15 (All speaking over one another.)

16 **CHAIRMAN NEWMAN:** So are you all saying no, we can't
17 do (inaudible)?

18 **MR. BLACK:** I'm saying with available vehicles and us
19 hitting triple digits ---

20 **MR. BROOM:** I vote that we do not vote. (Inaudible.)

21 **CHAIRMAN NEWMAN:** I move if ---

22 (All speaking over one another.)

23 **MR. FURGESS:** I need some information. I need to ask
24 you a question.

25 **CHAIRMAN NEWMAN:** Mr. Furgess?

1 **MR. FURGESS:** We had (inaudible) ---

2 **(All speaking over one another.)**

3 **CHAIRMAN NEWMAN:** All right. Mr. Furgess has a
4 question.

5 **MR. FURGESS:** All right. We've got these Orbit
6 routes. And more and more, we -- are those
7 sacred cows, because if there continue to be a
8 uproar when you want to touch one of these off.
9 Are they supposed to be untouchable?

10 **MR. ANDERSON:** I think we ought to probably defer
11 that until we get into the strategic planning
12 session, because I think that's probably --
13 when you get into systemic design ---

14 **CHAIRMAN NEWMAN:** I mean, we (unclear) those
15 questions answered. I'm going to direct that
16 to Bob or ---

17 **MR. FURGESS:** Bob. Bob may have an answer. Are they
18 untouchable?

19 **MS. BOWERS:** What is the question?

20 **MR. FURGESS:** What's so -- about these Orbits, that
21 they -- you can't adjust them?

22 **MS. HEIZNER:** We -- I think that's a question for,
23 for ---

24 **MR. FURGESS:** For Bob. He the one.

25 **MS. HEIZNER:** Yeah. Or the executive director, not

1 for the contract operator.

2 **MR. SCHNEIDER:** And so the question is, what ---

3 **MR. FURGESS:** Are they sacred cows?

4 **MR. SCHNEIDER:** No, there's no sacred cow in the
5 system. However, the Vision 20/20 Plan, which
6 is adopted by the board of directors,
7 identified a building in a downtown circulator.
8 One of the challenges we face is that based
9 upon our downtown footprint, the fact that we
10 have the state government housed at -- not even
11 the true center of our downtown, we have the
12 single densest square mile of real estate in
13 the state of South Carolina located at the far
14 end away. We have a tremendous workforce. You
15 have dense neighborhoods, historic
16 neighborhoods serving that entire area, along
17 with the two largest downtown retail districts,
18 which are the Five Points community, as well as
19 the Vista community, which have tons of jobs,
20 service workers, hotels, hospitals in the
21 downtown core, and our transit center is at the
22 far extreme from the vast majority of those,
23 which makes transit access very challenging.
24 So as a rider who wants to come into town, I
25 would have to get off at the transit center to

1 make a connection for a low-frequency route
2 that would drive me to the other end of town.
3 The concept behind The Orbit is two-fold.
4 Number one, it brings the customer closer to
5 where they want to go, so that they aren't
6 walking, so that they don't have to get to the
7 transit center. So if I worked at the
8 University of South Carolina, and there isn't
9 a route that operates down Pendleton Street on
10 a Saturday because a route isn't operating, I
11 have to walk all the way to the transit center.
12 I have to make those moves. Or I have to wait
13 for a bus to connect, to then get to the
14 transit center.

15 **CHAIRMAN NEWMAN:** We're going to have to move on.
16 We've got ---

17 **MR. SCHNEIDER:** So the answer is, it's built in.

18 **MR. WASHINGTON:** What I want to do is continue this
19 discussion in the motion period. Because what
20 I want to do is look in the map and we have
21 further discussion on this. That's why I asked
22 Sam to bring the map up for edification.

23 **CHAIRMAN NEWMAN:** Let me be clear on something. I'm
24 not trying to engage in a, you know, a route-
25 planning session, something that ---

1 **MR. WASHINGTON:** No, I'm not ---

2 **CHAIRMAN NEWMAN:** --- Ron was talking about.

3 **MR. WASHINGTON:** And what I want to show ---

4 **CHAIRMAN NEWMAN:** And I'm not necessarily speaking as
5 ---

6 **MR. WASHINGTON:** Just like Bob, just like Bob brought
7 up ---

8 **CHAIRMAN NEWMAN:** --- to your point, but I'm talking
9 to Mr. Furgess' question. I'm not -- I don't
10 want us to get into a planning session now. If
11 you have a motion that you want to make, by all
12 means make any motions, period. But he asked
13 a simple question, which I thought was going to
14 be a simple answer. We have 15 more to do
15 that.

16 **MR. WASHINGTON:** I've got it.

17 **CHAIRMAN NEWMAN:** (Inaudible.)

18 **MR. WASHINGTON:** It's a complex issue.

19 **MR. :** All right.

20 **CHAIRMAN NEWMAN:** So let's move on to hear it, so.

21 **MS. :** So we're not doing anything with that.

22 **MR. WASHINGTON:** All right. The reported budget
23 committee at (inaudible) facility, I
24 (inaudible). Revenue and finance information,
25 it's in your packet. Daphne, read the high

1 points.

2 **MS. GIVENS:** On the statement of income versus
3 budget, for month ending June 30th, our total
4 revenues was \$2,027,562.15. And we spent out
5 in total expenses \$1,515,881. And on your
6 balance sheet ending at June 30th, 2015, which
7 is our fiscal year end, we had net cash
8 position at \$6,522,540, which consists of our
9 operating cash account, our reserve -- our
10 capital reserve account and our operating
11 reserve accounts. And also, our fiscal year
12 ends -- ended in June 30th and, as of that, our
13 transportation penny sales tax update, we
14 received \$26,506,188 since the inception of the
15 transportation penny sales tax.

16 **MR. WASHINGTON:** All right. Any questions of -- hey,
17 Chuck, you still on?

18 **MR. STATLER:** I am.

19 **MR. WASHINGTON:** You got anything to add, Chuck?

20 **MR. STATLER:** I'm here.

21 **MR. WASHINGTON:** You got anything to add?

22 **MR. STATLER:** Only that, in an upcoming meeting we
23 will want to talk with the board about a
24 revision to the budget that was approved a
25 couple of months ago based on all of the things

1 that are being discussed now.

2 **MR. WASHINGTON:** Got it. All right. Penny sales
3 tax, we're trying to set a meeting up with the
4 CFO for the county to discuss how we're going
5 to draw down the penny. He made a suggestion
6 to utilize -- break it out based on our budget.
7 We're trying to say no, just give us a third
8 and then we deal with it. Now that I've talked
9 to him, Frannie's talked to him as well, he has
10 no offering of that continuing, giving us our
11 third share of the penny, and we just
12 (inaudible), so. We're going to have to put it
13 in a forum context, (inaudible) Chuck and Bob
14 and Frannie probably (inaudible). All right?
15 The service for Wateree Transit, we went over
16 the budget for that. Again, we're going to
17 have to make adjustments to the budget, taking
18 over that service. And Chuck talked about it,
19 and that'll be coming forth to the board.
20 Budget Expense Analysis, we did a analysis of
21 the budget, looking at those things that are
22 found in the budget thus far. And we can send
23 that out to the board.

24 **MR. ANDERSON:** So we, we did vote to absorb the
25 Sparta service, right?

1 **MR. WASHINGTON:** Yes, sir.

2 **MR. ANDERSON:** Okay. Got it. Sorry.

3 **MR. WASHINGTON:** All right. Two-mile area transit
4 service area, we're still going through the
5 numbers regarding that. Bob included something
6 in our packet regarding that. Now, there's --
7 I'm going through the minutes, and sometimes in
8 the written minutes it doesn't pick up the
9 nuances of the conversation that took place.
10 And there's some discussion back and forth of
11 what was really the action of the body
12 regarding providing two-mile service. We're
13 still working that one. Cell phone policy,
14 that committee's still working on that policy.
15 We should have that to the board I guess next
16 board meeting, correct? All right. Again,
17 Chuck talked about adjustment of the budget,
18 extended hours. That's an item that's already
19 on the -- to be discussed?

20 **MR. SCHNEIDER:** Yes.

21 **MR. WASHINGTON:** All right. (Inaudible) take that
22 up. That was presented in ---

23 **MS. HEIZNER:** And that's (inaudible) ---

24 **MR. WASHINGTON:** --- to a (inaudible) and review the
25 analysis of how much it's going to cost and

1 (inaudible). Now, this is an action that the
2 body, the next item, we had a maintenance
3 (inaudible) status. To expedite by the
4 purchasing -- the executive director of
5 (unclear) identify transit workers (unclear)
6 around the country, that CMRTA participate with
7 the purchase of buses. And also added on that,
8 to work with DOT's mass transit office to help
9 find ways for us to look at expediting the
10 purchase of buses. And that's out there for
11 (inaudible).

12 **CHAIRMAN NEWMAN:** That's research. You're going to
13 come back and ---

14 **MR. WASHINGTON:** Right.

15 **CHAIRMAN NEWMAN:** --- present it to us? And then we
16 decide on (inaudible).

17 **MR. WASHINGTON:** Right. Because we were already
18 given direction before with purchasing of
19 buses. The RP's gone out? Has not gone out?

20 **MR. SCHNEIDER:** Has not gone out. Virginia's
21 (inaudible).

22 **MR. WASHINGTON:** Yeah, it's right here.

23 **MR. SCHNEIDER:** We're days away from that. We're
24 just clarifying some things (inaudible).

25 **MR. WASHINGTON:** Right. So, simultaneously, while

1 our RP's out, we just want to identify where we
2 (inaudible). We'll need the department to
3 expedite scheduling (inaudible) in two years.

4 **MR. SCHNEIDER:** One thing I'm also going to do as
5 part of this staff is identify organizations
6 that may have surplus buses. Surplus doesn't
7 necessarily mean past their useful life.

8 **MR. WASHINGTON:** Right.

9 **MR. SCHNEIDER:** So I'm going to take that extra step
10 beyond who's here and just define other
11 opportunities.

12 **MR. WASHINGTON:** (Inaudible.)

13 **CHAIRMAN NEWMAN:** I'll second that motion. Is there
14 any discussion to that point?

15 **MR. WASHINGTON:** All right.

16 **CHAIRMAN NEWMAN:** All right. All in favor, signify
17 by saying Aye.

18 **ALL:** Aye.

19 **CHAIRMAN NEWMAN:** Any opposed? The ayes have it.

20 **MR. WASHINGTON:** And -- where'd Jerry go?

21 **(All speaking over one another.)**

22 **MR. WASHINGTON:** Jerry spoke about the facilities and
23 transit center. The contract has gone out for
24 the asphalt, correct?

25 **MR. SCHNEIDER:** Right.

1 **MR. WASHINGTON:** RP? Gone out for the asphalt
2 problems. The HVAC unit as well?

3 **MS. RANSOM:** Yeah, they're reviewing the proposals
4 now.

5 **MR. WASHINGTON:** All right. And also, some
6 discussions came up about space, and because of
7 -- I keep saying the (unclear) -- the Transdev
8 increase in personnel, space is going to need
9 to be -- committee recommended that Bob and
10 Transdev and Larry get together to identify
11 space within the building. Because a request
12 came back is to put a trailer outside to
13 accommodate space, which I'm not supporting
14 putting a trailer out there. We've got enough
15 space in the building. So they're going to
16 look at how to accommodate the new employees.
17 We've got an electrical situation here in the
18 building. Power line went -- blew out or
19 something. Surge came in and blew out some
20 systems. What I recommended they do is get an
21 electrical engineer to look at our overall
22 electrical system because that should not have
23 happened. We should have a breaker between
24 their system and ours, and I didn't want to
25 damage anything. So I made a recommendation

1 (inaudible). And I think that's it. That
2 concludes the report. Mr. Chair?

3 **CHAIRMAN NEWMAN:** (Inaudible) Mr. Washington.
4 (Inaudible) our ad-hoc committees.

5 **MR. ANDERSON:** And I'm going to go supervise.

6 **CHAIRMAN NEWMAN:** All right. Most of them I guess
7 (inaudible) we can do that versus (inaudible),
8 if that hasn't happened. Ron?

9 **MR. ANDERSON:** The Board of Governance Committee, ad
10 hoc committee, met three times, included Lill,
11 Kelvin and myself. The committee and the
12 contractors met with -- the committee and the
13 consultants met with the contractors, staff, a
14 number of other people. You have a full set of
15 recommendations. Just to hit the highlights -
16 one thing is, make sure that any time we have
17 -- come up with a pre-set group of
18 recommendations or pre-set checklist of things
19 that need to be provided whenever a
20 subcommittee or a -- or when the board as a
21 whole are given service changes. Another is
22 that we direct everything through the executive
23 director. Another is we do a complete and
24 total board orientation whenever we bring new
25 board members on. Another is that we adopt the

1 idea that we've been following, which issues
2 (unclear) from the board to a committee. I'll
3 let you read through the other changes. Those
4 are all the, those are all the highlights. And
5 what I would -- what I would move we do, or we
6 don't need to move, but suggest that we review
7 the recommendations and adopt those or change
8 them at the September meeting.

9 **CHAIRMAN NEWMAN:** Okay.

10 **MR. ANDERSON:** Okay?

11 **MR. WASHINGTON:** You talking about getting the input
12 from the board members (inaudible) ---

13 **MR. ANDERSON:** Yeah. So if you'll read through this.
14 Any changes you have, if you'll forward them to
15 myself or to Rania, and then that we bring back
16 -- we'll bring those back as a complete package
17 to vote on as a board in September.

18 **MR. WASHINGTON:** All right. You done?

19 **MR. ANDERSON:** Yep.

20 **MR. WASHINGTON:** Our communications task force
21 (inaudible).

22 **MR. MORRIS:** Okay. We've met several times, and we
23 looked at key areas, made a recommendation
24 regarding communication, interaction and
25 policies between and by groups. We identified

1 14 key areas. And the group are the COMET
2 board, executive director, COMET staff,
3 contractors, riders, drivers, and the
4 community. Well, that's eight, but those
5 individual groups communicate with others,
6 making it a total of 14 key areas. You have a
7 copy of, of what we worked on, and we hope that
8 at our next meeting, in September, after
9 getting some input from you, we would be able
10 to finalize this. But the communication is
11 between the board and the COMET executive
12 director. All board members have unlimited
13 access to the executive director for concerns,
14 information, suggestions, etcetera. I will not
15 go over the strategies, the strategies for
16 achievement that is written here in the essence
17 of time. And then we also have the second one,
18 between the board and the COMET staff. All
19 board members have access to the COMET staff.
20 The third one, between the board and the
21 contractor. All board members have access to
22 the contractors. Between the board and riders,
23 effort should be made to enhance the visibility
24 of board members to COMET riders. Board and
25 drivers, the board should offer and to make

1 themselves available to meet with drivers and
2 Maintenance and engage in sharing concerns,
3 issues and ideas. The board and the community,
4 the board is encouraged to participate and/or
5 attend community events as an identified COMET
6 board member. Between the executive director
7 and the COMET staff, there should be regularly
8 scheduled weekly meetings between the executive
9 director and COMET staff. Now, the contract
10 between the executive director and the
11 contractor, the contractor should be included
12 in the regular weekly meeting between the
13 executive director and the COMET staff.
14 Between the executive director and riders, the
15 executive director should distribute
16 newsletters at least six times a year. Between
17 the executive director and drivers or
18 Maintenance, the executive director's
19 encouraged to spend more time with the drivers
20 and Maintenance. Between the executive
21 director and the community, the executive
22 director is encouraged to meet, interact and
23 engage at events in the community. Between the
24 COMET staff and the contractor, the COMET staff
25 and contractor should hold regular scheduled

1 meetings. Between the COMET staff and the
2 drivers, the COMET staff should foster
3 communication to ensure the drivers have timely
4 information on all current COMET-related
5 activities. And between the COMET staff and
6 the community, when speaking to the public we
7 must always be cognizant of the fact that we
8 represent The COMET. I would like to thank all
9 of those individuals who contributed to this.
10 I think they did a wonderful job. We're not --
11 until the board has a chance to review this and
12 give us some feedback, that concludes the
13 report.

14 **CHAIRMAN NEWMAN:** (Inaudible.)

15 **MR. BROOM:** We have generated two short documents
16 that I'll distribute. First is an agenda for
17 our upcoming retreat. And the second is a
18 very, very short policy that describes how we
19 would use the document that would come from
20 that retreat. So I just ask you to look over
21 it when you get a chance and give us any
22 feedback that you have. The policy is very
23 short intentionally. We figured the shorter it
24 is, the more likely it is that you'll actually
25 pay attention to it, so. That's all I have.

1 **CHAIRMAN NEWMAN:** All right.

2 **MR. BROOM:** Don't forget the retreat August 21st,
3 (unclear).

4 **CHAIRMAN NEWMAN:** All right.

5 **MR. WASHINGTON:** (Inaudible.)

6 **MR. BROOM:** Yes.

7 **CHAIRMAN NEWMAN:** No.

8 **MR. BROOM:** No, he said we -- it'll be in the park
9 that we had it in last time.

10 **CHAIRMAN NEWMAN:** (Inaudible.) I want to thank all
11 the ad hoc committee chairs for your efforts in
12 organizing and convening this. All board
13 members need to kind of condense some of this
14 information. The whole purpose is to get it
15 before (unclear) planning retreat, you know, so
16 we're better informed during that day of
17 planning. Now, as far as the policies have
18 been presented, any of these policies that we
19 wish to enact will be voted on in September.
20 All right. That's (unclear) agenda here, Item
21 12, Peake Properties Revenue Agreement.

22 **MR. SCHNEIDER:** In short, the old Greyhound station
23 is having 660 beds, of apartment complex, the
24 place right there at the corner of Hardin and
25 Gervais, which is a transit corridor for us.

1 They approached us in January, asking to enter
2 into what's called a revenue agreement, in
3 which we provide passes to them for a base
4 amount of revenue. There -- we brought it to
5 the budget committee and discussed it
6 extensively. They asked us to come back with
7 a study of different types of formats, which we
8 forego just because there was so much of it,
9 and selected a few key examples. But what this
10 would do is it would have a rate of \$4 per
11 month, per bed, regardless of whether anyone
12 rides or regardless of how many units they have
13 rented out. The net impact is we would receive
14 a check over the course of a year for \$31,680.
15 This does not provide a new route, it does not
16 provide a special route; it is to use the
17 existing fixed-route service, so it is not
18 costing us any more to deliver this level of
19 service. We are receiving revenue as an impact
20 for doing this. What -- this is the 401 route,
21 so this does have ramifications. However, one
22 of the things that was questioned is, okay,
23 could Peake -- if we change the route, could
24 Peake Properties change their mind? The answer
25 is, possibly yes. But either way, not knowing

1 which way to go, there is an out-clause for
2 Peake Properties in this. We have an out-
3 clause in this. So we're not locked into
4 anything long-term, however they are a fish or
5 cut bait. If they do not get some type of
6 agreement at this juncture, they're going to
7 have to purchase -- they're going to have to do
8 their own step to order their own bus, hire
9 their own drivers, to do those kinds of things.
10 They have their move-in slated for summer of
11 2016, so this -- we won't actually receive any
12 revenue, we won't do any pass disbursement of
13 any kind for approximately one year. Their
14 move-in period is slated for August of 2016.

15 **MR. ANDERSON:** So they're basically just buying bus
16 passes for all their residents?

17 **MR. SCHNEIDER:** Whether they ride or not.

18 **MR. ANDERSON:** I got you.

19 **MR. BROOM:** How ---

20 **MR. ANDERSON:** And we can get out or they can get
21 out, depending on ---

22 **CHAIRMAN NEWMAN:** Correct.

23 **MR. BROOM:** How would they ---

24 **MR. ANDERSON:** And we'll do a 30-day out. How do you
25 identify -- do they have a card or what?

1 **MR. SCHNEIDER:** Through our passport app.

2 **MR. ANDERSON:** Okay.

3 **MR. SCHNEIDER:** They'll be able to migrate through
4 that, and they'll be able to control it. So
5 unless they give their cell phone to somebody,
6 which just doesn't happen, they'll be able to
7 access it that way.

8 **MS. HARDING:** So, doesn't (inaudible)?

9 **MR. WASHINGTON:** I have a question. How much per
10 month, do you know?

11 **MR. SCHNEIDER:** It's \$4 per month per day. And it's
12 ---

13 **MR. WASHINGTON:** Are we providing that to all the
14 other student housing locations?

15 **MR. SCHNEIDER:** No. We have -- LeRoy, would you talk
16 for a few moments about -- just take 60 seconds
17 and ravel off how much energy you've gone into
18 the fact that no one's bought it.

19 **MR. DesCHAMPS:** Yeah, we've -- we've approached, you
20 know, different complexes, talking about what
21 services we offer. And probably the biggest
22 challenge we run into is someone that may have
23 their own service, so. I think one of the big
24 things I've noticed from last year, when we
25 approached them, is that they wanted to see if

1 we were going to be committed to the service
2 that we were offering in different areas. And
3 basically through that, it's just the challenge
4 of letting them see the expense that they're
5 spending on their service and what we can offer
6 it at. And just through constant conversations
7 with them, we haven't had anyone that
8 committed. Probably the biggest interest was
9 shown by Copper Beech. It's down past the
10 stadium. And it's just them, working back
11 through their transportation ---

12 **MR. WASHINGTON:** Did they analyze how much it would
13 cost them to find a service?

14 **MR. DesCHAMPS:** Yes. And those are discussions we've
15 -- I've had when meeting with them (inaudible)
16 meetings, where we -- for example, a couple
17 months ago it was a complex right across the
18 river in West Columbia, where I sat down for
19 them. And their management understands the
20 responsibility that they have and the cost.
21 But what they have to do too is work that back
22 through their management structure also.

23 **MR. WASHINGTON:** No, I understand. I'm saying, for
24 this location, did they talk to you about cost?

25 **MR. DesCHAMPS:** The location here?

1 **MR. WASHINGTON:** Yeah.

2 **MR. DesCHAMPS:** Yes.

3 **MR. WASHINGTON:** The Peake property.

4 **MR. DesCHAMPS:** The Peake property?

5 **MR. WASHINGTON:** Right.

6 **MR. DesCHAMPS:** Yes. Uh-huh. Well, they, they look
7 at, for example, the size of bus that they
8 would have to utilize, the payroll, the
9 staffing, and all of that. Yeah.

10 **MR. WASHINGTON:** The only reason that got me, they're
11 going to -- they got a cost associated for
12 transportation for the students. And for us to
13 give \$4 a month unlimited, here we're charging
14 other people \$31 per month, that's where I got
15 my (inaudible). We should have optimized as
16 much as we can, showing them how much it would
17 cost them to provide the transportation
18 themselves, and get to some medium, more than
19 \$4 a month.

20 **MR. SCHNEIDER:** We have ---

21 **CHAIRMAN NEWMAN:** I mean ---

22 **MR. SCHNEIDER:** Just to clarify, we have been through
23 this numerous times. We met with The Hub
24 downtown, and they -- their exact words to us
25 were, and Roy was there, we didn't have a

1 problem renting it out, we don't need your bus
2 passes. It's ---

3 **MR. WASHINGTON:** Well, I have a ---

4 **MR. SCHNEIDER:** I understand though ---

5 **MR. WASHINGTON:** My thing is, my thing overall is
6 having \$4, give them \$4 riders (inaudible).

7 **MR. ANDERSON:** Right.

8 **MR. WASHINGTON:** That's where I got my (inaudible).

9 **MR. ANDERSON:** It's an equity ---

10 **MS. HARDING:** Can I ---

11 **MR. WASHINGTON:** It's an equity issue.

12 **MR. ANDERSON:** Yes, sir.

13 **MS. HARDING:** I think this is -- I look at this as a
14 test pilot.

15 **MR. ANDERSON:** Right.

16 **MS. HARDING:** To me this is like Kroger selling a bag
17 of sugar for five cents to get people in and to
18 showcase a new model. Because we all know that
19 we need to try to get some of these buses off
20 the streets and let them use the COMET. This,
21 to me, is a good way to start it. There's a
22 limit on how long we do it for.

23 **MR. WASHINGTON:** This might be -- how long is it?

24 **MS. HEIZNER:** It can be cancelled. I mean, it's our

25 ---

1 **CHAIRMAN NEWMAN:** We could cancel 30 days out?

2 **MS. HEIZNER:** Yeah. And it is a pretty loose
3 agreement that doesn't have a long-term
4 commitment. It's one ---

5 **MR. WASHINGTON:** Okay, when you say pilot and you're
6 talking a short period of time. We're signing
7 a five-year contract.

8 **MS. HEIZNER:** Uh-huh.

9 **MR. WASHINGTON:** Yeah.

10 **MS. HARDING:** I don't know how long (inaudible). I
11 think it should be done as a pilot and we re-
12 evaluate it and look at doing this as a program
13 that we say this is something we're trying to
14 do. It's not costing us money to do it because
15 we don't have those people on the bus now.

16 **MR. SCHNEIDER:** We offered Richland County government
17 a dollar a head, and they said no. We asked
18 the City of Columbia, a dollar a head per
19 employee per month, universal access to
20 transit. We have, we have gone to Midlands
21 Tech and said, your entire universe of service
22 for \$18,000 a semester, \$36,000 a year. And
23 not one organization that we have approached
24 ever has said yes to, here's a universal pass
25 program. This is an organization that wants to

1 give us -- and we can take that \$36,000 and we
2 can invest it in a discount pass program. We
3 can -- we can provide more service with it, so.
4 I certainly understand the concern of equity,
5 however, that's going to offset and increase
6 our revenues. And when we increase our
7 revenues, we don't take the money home with us
8 in our pocket. We buy more transit service.

9 **MR. ANDERSON:** My suggestion would be we do it
10 temporarily. Say, we do it for, you know, the
11 school year starting. And so we'd roll burn-
12 off in June of 2017. And that'll give us time
13 -- I think we need to step back and evaluate --
14 I mean, I think the issue Kelvin raises is a
15 valid issue and it's a political issue for the
16 tax payers of Richland County. And the riders
17 are paying \$31 a month for what we're going to
18 sell for \$4. And this is -- I can see, you
19 know -- I didn't realize when we were going out
20 to Richland County or the city that we were
21 offering to sell it so cheap either. So
22 obviously we need to -- I think we need to step
23 back and think through our discount batch
24 policy before we get too far down the road.

25 **CHAIRMAN NEWMAN:** So are you suggesting that -- you

1 said pilot, are you ---

2 **MR. ANDERSON:** I move that we ---

3 **CHAIRMAN NEWMAN:** --- (inaudible)?

4 **MR. ANDERSON:** I move that we adopt this, but we put
5 a term on this that it end, you know -- we'll
6 let you negotiate if it's June or July or Aug-
7 -- whatever month works best in there.

8 **MR. SCHNEIDER:** Okay. Can I request a two-year
9 agreement, because they're going to need some
10 longevity in this. And we'll re-evaluate it at
11 the midpoint?

12 **CHAIRMAN NEWMAN:** Yeah.

13 **MR. SCHNEIDER:** And then that way it can be extended
14 -- they, they will need some level of security
15 and understanding because they don't want to be
16 in a situation where, here it is, we decide
17 July 1, because otherwise they're not going to
18 do it.

19 **MR. ANDERSON:** Right.

20 **MR. SCHNEIDER:** Because otherwise they've got to turn
21 around and get a vehicle.

22 **MR. WASHINGTON:** Who came, who came to you? Was it
23 them, or you went to them?

24 **MR. SCHNEIDER:** Jeff Givens from Peake Properties
25 approached the University of South Carolina

1 about having their routes adjusted to the off-
2 campus location. Derrick forwarded this
3 information, said, you know what, The COMET has
4 a ton of transit services at this intersection.
5 It makes sense for you to do a pass
6 partnership.

7 **MR. SEYMOUR:** Excuse me, (unclear)?

8 **MR. ANDERSON:** No. We don't -- no. We need you to
9 go over there.

10 **MR. WASHINGTON:** I have a problem with the route, but
11 how are we tracking their usage?

12 **MR. ANDERSON:** Every time they board we will know a
13 location.

14 **MR. WASHINGTON:** So when they come on, they scan
15 their phone and you know it came from Peake
16 Properties?

17 **MR. ANDERSON:** Correct. But I do think -- so my
18 motion is amended to say -- I'll let you kind
19 of pick the date two years out, you know,
20 whether that's July of '18 or June or whatever,
21 okay. But the second part of the motion is
22 that we add this to the strategic -- the issue
23 of volume discount bus passes, pricing for
24 that, to the strategic plan, planning
25 committee.

1 **CHAIRMAN NEWMAN:** I'll second that motion. I've
2 just got one question. You know, again, I'm
3 trusting you all as employees here that, that
4 you're just not coming up with an arbitrary
5 number when you're saying \$4 a day. I mean,
6 this -- and when I was listening to the
7 question that Kelvin was asking about, whatever
8 analysis they went through, the analysis is not
9 our concern, but I would assume if we're
10 negotiating with them we're going to look at
11 what the cost would be for them to provide ---

12 **MR. ANDERSON:** It's in the packet

13 **CHAIRMAN NEWMAN:** Okay. All right. So that's ---

14 **MR. ANDERSON:** (Unclear) have the comparable pricing
15 for what they're selling it to other people in
16 other systems.

17 **MS. HARDING:** (Inaudible.)

18 **CHAIRMAN NEWMAN:** All right. (Inaudible.)

19 **MR. WASHINGTON:** That comes to Peake?

20 **MS. :** Other bus systems.

21 **MR. ANDERSON:** No, that other bus systems sell to
22 apartments like this. This, this ---

23 **MR. WASHINGTON:** No, I saw it, and that was the
24 thing. I saw the analysis. And universities
25 contribute dollars, ---

1 **MS. HARDIN:** Right.

2 **MR. WASHINGTON:** --- the city contribute dollars, --

3 -

4 **MR. :** Right.

5 **MS. HARDING:** So we need to look at all that and look
6 at that strategically to see how to do it.

7 **MR. ANDERSON:** Yeah, I mean, but I think we also need
8 to think about it within the context of who all
9 are we -- to evolve our riders and all the
10 other organizations that we're offering full
11 bus passes to.

12 **CHAIRMAN NEWMAN:** And see, I'm -- and I'm -- my
13 question, I wasn't just talking about what
14 (unclear) back there because making sure that
15 we've got a full scope of information and
16 (unclear) so we're good negotiators when we
17 come to this full pricing stuff. So that --
18 and that can be a discussion going forward.

19 **MR. WASHINGTON:** Right. Frannie, did they provide
20 this agreement, or this agreement's from
21 (inaudible)?

22 **MS. HEIZNER:** We reviewed the agreement, but I'm not
23 sure who provided the initial draft of it.
24 (Inaudible.)

25 **SAM:** That list of the peers ---

1 **MR. WASHINGTON:** No, the agreement.

2 **SAM:** Right. Right. That list of the peers that you
3 got, I asked those peer agencies, let me see
4 your agreement. And then I created an
5 agreement based on theirs, and I sent that to
6 Frannie.

7 **MR. WASHINGTON:** So the \$4 number came from you all?

8 **SAM:** Yeah. And it's the best deal we've seen them
9 on anybody. Gainesville does 750 a year.

10 **MR. WASHINGTON:** Well, yeah. But just like I said,
11 with our ridership and for that substantial
12 discount, people are out there struggling,
13 paying \$31 a month for unlimited ridership.
14 That's where I got (inaudible).

15 **MR. MORRIS:** Did the five-year come from you?

16 **MR. :** (Inaudible.)

17 **MR. MORRIS:** Where did the five-year ---

18 **MR. SCHNEIDER:** I didn't see a five-year (inaudible).

19 **MR. ANDERSON:** Where'd you get five years?

20 **MR. MORRIS:** He said five years.

21 **MR. ANDERSON:** No, that was just open-ended. We're
22 going to put two years on it.

23 **CHAIRMAN NEWMAN:** Any other questions about this?

24 **MS. HEIZNER:** Actually though, the document says that
25 the -- it'll begin August 2016 and terminate

1 July 1, 2018, so it really is only a two-year
2 agreement.

3 **MR. ANDERSON:** Right. Yeah.

4 **MS. HEIZNER:** And it can be cancelled with 15 days'
5 notice either way. And if we cancel -- if
6 either party cancels, the amount of the subsidy
7 will be prorated, so. And it's pretty much of
8 an easy in, easy out. But I'd want y'all to
9 make sure that you were comfortable because you
10 don't want to get into this agreement and have
11 it working real well and say, well, we need
12 more money from these folks, cancel the
13 agreement on 15 days' notice, and have all
14 these students unhappy and all this sort of
15 stuff. So I just would ask y'all, if you've
16 got questions and want to wait until after your
17 strategic plan, do that. But let's don't get
18 into a contract that you think you might want
19 to get out of or jack the price up on.

20 **MR. ANDERSON:** No. I mean, I think we need to honor
21 it if we sign it.

22 **MS. HEIZNER:** Yeah.

23 **MR. ANDERSON:** I would not be in support of later
24 cancelling it because we realize we don't want
25 to do this anymore.

1 **MS. HEIZNER:** Right.

2 **MR. ANDERSON:** But I do think we need to back up
3 though and figure out that policy.

4 **MS. HEIZNER:** And just so y'all -- we ---

5 **MR. ANDERSON:** (Inaudible) the overall fare policy.

6 **MS. HEIZNER:** Yes.

7 **MR. ANDERSON:** Yeah. Yeah, the fare policy.

8 **MS. HEIZNER:** We clearly in here have the flexibility
9 that you can make any changes you want in bus
10 route. They're not guaranteed this level of
11 service or these routes. That's one reason why
12 there's a 15-day out. If you eliminate 401 or
13 send 401 down Blossom Street again, they may
14 say, well, this doesn't do us any good, we want
15 out. So it really is what I would call a very
16 flexible agreement.

17 **MR. FURGESS:** It's unlimited, is that only on that
18 bus, transportation to Gervais, or that's ---

19 **MS. HEIZNER:** No, it's anywhere.

20 **MR. FURGESS:** --- in our system?

21 **MS. HEIZNER:** Anywhere. I mean, it's access to the
22 whole system.

23 **MR. FURGESS:** All day?

24 **MS. HEIZNER:** All day, every day.

25 **CHAIRMAN NEWMAN:** (Inaudible) your motion? I'm still

1 seconding that. Got any further discussion?

2 **MS. HEIZNER:** So -- just so -- as I understand it,
3 because it's a two-year agreement, do we need
4 any other changes in this document? Because
5 you could certainly provide for an annual
6 review or a six-month review, and use the out
7 provisions that are already in it.

8 **MR. WASHINGTON:** Six-month review, making sure each
9 ride (inaudible) ridership.

10 **MS. HEIZNER:** All right, I'm not sure I ---

11 **MR. WASHINGTON:** And, too, include that into the
12 reports that we give, ridership report.

13 **MS. HEIZNER:** Okey doke.

14 **MS. HARDING:** How many beds are in this place?

15 **MR. SCHNEIDER:** I believe it's 660 beds. And just to
16 explain, when developing these pass programs,
17 the full cost of the service is \$40 per month,
18 not 31, just to make that correction. I can
19 see why we're squirming a little when you kept
20 saying \$31. It is \$40 per month. We do offer
21 a number of different pass options, pass
22 breaks, etcetera, for -- we have our discounted
23 pass programs, so we have -- discounting is not
24 unusual. When organizations have gone into
25 this, the fully-loaded cost to get someone to

1 buy one for every employee, when they might not
2 even live anywhere near transit access, doesn't
3 make sense. So then what you get is a cherry-
4 picking of employees. But many employees don't
5 want to participate. The employers want to
6 participate. There is a general concept that
7 you pay ten percent of the number of employees,
8 and if -- and then -- the other 90 percent will
9 probably never buy. So you're revenue-neutral,
10 but you have the opportunity to maximize your
11 ridership. And as the ridership grows it has
12 more value to the organization, which gives the
13 opportunity to raise the price.

14 **MS. HARDING:** If we assess it after six months we're
15 going to see that even at 30 -- if 30 percent
16 of the people take advantage of it, they're
17 going to be paying \$60 a month in buses. So,
18 I mean, the number of \$4 a person isn't really
19 valid because we're not going to be using that
20 -- 20, 30 percent at the most of people will be
21 using this, so.

22 **MR. SCHNEIDER:** (Inaudible.)

23 **MS. HARDING:** Anyway. So we have a motion? We got
24 a second?

25 **CHAIRMAN NEWMAN:** Any further discussion? All right.

1 All in favor signify by saying Aye.

2 **MR. :** Aye.

3 **CHAIRMAN NEWMAN:** Any opposed?

4 **MR. WASHINGTON:** Nay.

5 **CHAIRMAN NEWMAN:** All right. Ayes have it.

6 **MR. WASHINGTON:** (Inaudible.)

7 **MR. SCHNEIDER:** Okay. The fiscal impact of the
8 extended evening, weekend services. At the
9 last board meeting staff -- (unclear) gave a
10 presentation on the public hearing that was
11 held on the 20th I believe, at the transit
12 center, of June. Forgive me if I'm getting my
13 dates wrong. But the general support was, we
14 like the idea of later services, etcetera. As
15 expressed in the prior meeting, we had a dollar
16 amount, we gave a rough dollar amount of \$85
17 per hour because the Transdev contract did not
18 yet, at the time of calculation that finalized,
19 that has since been finalized, we were able to
20 do a refined fuel cost. And what we did is, if
21 you look in the document, on Table 2 you would
22 have seen an updating of the numbers. However,
23 I sat down independently analyzing data and
24 looking at the budget costs, looking at our
25 weekend ridership, sat down, as I said,

1 independently, and made a recommendation to you
2 as the board members of the amount of service
3 based on our current ridership trends. This
4 doesn't mean that there isn't a need at that
5 time, because there's always a need for someone
6 who needs a ride at some time in the city.
7 There's no time in the Columbia area that
8 someone doesn't need a ride. It's not simply
9 saying -- this is a balance of the proposals
10 that has a lower cost option. So rather than
11 spend approximately over \$1.079 million, my
12 independent recommendation is a reduced amount
13 of transit for about \$445,000. If you take a
14 look in there, in the document, what you will
15 also see is a variety of other cost concerns,
16 such as DART, the DART service is not included
17 in that. We've made some rough base
18 predictions. We need to refine that a little
19 bit more moving forward, but we're very
20 comfortable overall with the fixed-route
21 number. Chuck sat with Sam and I. We used the
22 planning document, the planning materials, the
23 information. Chuck assisted us with preparing
24 the cost calculation. We have that refined
25 number, and then I took that, sat down and

1 prepared that document for you, the board. The
2 board can select the option of Table 1, option
3 of Table 2, anything in between, anything more,
4 but at this time we are prepared, if the board
5 votes today, we are prepared for a September
6 8th implementation.

7 **MR. ANDERSON:** Okay. Since -- go ahead.

8 **CHAIRMAN NEWMAN:** (Inaudible.)

9 **MR. WASHINGTON:** How soon can you implement this?

10 **MS. BOWERS:** It's based on -- I mean, we have the
11 drivers. And it's based on The COMET staff,
12 when they can get the other pieces together.

13 **MR. WASHINGTON:** Okay. So if we vote on it ---

14 **MS. BOWERS:** I mean, it's a combination of both.

15 **MR. WASHINGTON:** All right. So if we vote on it in
16 August, can you have it ready by September 8th?
17 No.

18 **MS. BOWERS:** No.

19 **MR. WASHINGTON:** So it has to be done today for you
20 to have it ready by September 8th?

21 **MR. SCHNEIDER:** We might (inaudible), yes.

22 **MR. WASHINGTON:** The only concern I've got about it,
23 and I've already expressed it to you, is you
24 not getting with Operations (inaudible) your
25 own recommendation. Operations, I understand

1 you've worked on Chart 2, which (inaudible) and
2 not Chart 1.

3 **MR. SCHNEIDER:** Correct. That is my (inaudible) to
4 the board.

5 **MR. WASHINGTON:** Right. Now, I'm (unclear) Chart 2,
6 not just because of their recommendation, but
7 because the service hours that are recommended
8 have -- Chuck and I went through the numbers
9 and the logic of the spreadsheet, and I still
10 have questions on the spreadsheet. And what I
11 would like to see is us really drill into that
12 spreadsheet with Chuck, going through the logic
13 areas of the additional hours. My motion is to
14 go ahead with Chart Number 2 for
15 implementation.

16 **MR. ANDERSON:** So, just to clarify, Chart 2 is what
17 we motioned for the -- originally moved for the
18 staff to study. And Chart 1, and you -- and
19 that's a real big number, it's over a million
20 a year. And so, Bob, you came in and developed
21 Chart 1, which is to say you trimmed here --
22 you cut and trimmed here and there, and that's
23 your suggestion is Chart 1.

24 **MR. SCHNEIDER:** Correct. If you recall, when the
25 original motion came up it was just a general

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MR. ANDERSON: Right.

MR. SCHNEIDER: --- discussion of ---

MR. ANDERSON: And we had said go re-work ---

MR. SCHNEIDER: --- go to 11, see what you think.

MR. ANDERSON: Right.

MR. SCHNEIDER: I have, based on that ---

MR. FURGESS: Well now, gentlemen, I made the original motion to go to 11 o'clock. Service Standards had that in April; we approved it, 11 o'clock, in April. Okay. The cost on -- gave us the cost of Chart 2 on May 13th. And Kelvin said, well, if we're increasing hours, the hourly rate should be reduced. And the motion to approve it again, I made, and Dr. Morris seconded it. So we're spinning our wheels going back through these things that been approved all over again.

MR. WASHINGTON: Chart 2 is the one we voted on.

MR. FURGESS: Chart 2 is the one that was approved three times.

MR. SCHNEIDER: And our understanding of it is, well, there's no -- Frannie, I would defer to you, having listened to the minutes and the expectations.

1 **MS. HEIZNER:** All right. The -- May the 27th, Mr.
2 Furgess made a motion to extend the service
3 hours to 11 o'clock, or to what's shown on this
4 Chart 2. So the handout that was at Service
5 Standards as early as May the 13th is identical
6 to Table 2 in terms of hours. The cost numbers
7 are different because in May we were using \$85
8 an hour; now, you're using \$68. But the number
9 of hours are the same. There was substantial
10 discussion, and there was a suggestion made by
11 Sam that you look at some frequencies because
12 -- now, later at night maybe 401 or 101 didn't
13 need to run every 30 minutes or 40 minutes or
14 whatever, so when it came time to actually vote
15 on a motion, Mr. Washington was chairing and he
16 said, do I have a motion? Mr. Furgess said, so
17 moved. In Mr. Furgess' mind, he was moving
18 exactly what he had moved earlier in the
19 discussion. Based on the context, it is
20 understandable that the minutes would have
21 picked up, Report back to us, and you can read
22 the motion. I've got so much paper here, I
23 can't find it right now. So basically Chart 2
24 was approved with the flexibility of the staff
25 coming back with some suggestions on

1 frequencies. And so changing, you know, -- is
2 Table 1 appropriately before you? If I was
3 your parliamentarian, I would say that your
4 director has the right to make any
5 recommendations he may want to make. And so
6 now what you've got is basically what was
7 approved in May, and an alternate version of
8 that in Table 1. If that makes any sense. So
9 it's entirely up to y'all ---

10 **MR. WASHINGTON:** And actually, the body was on Chart
11 2.

12 **MS. HEIZNER:** Chart 2, coming back, we tweaked in
13 some frequencies.

14 **MR. WASHINGTON:** We just pulled back and let's look
15 at the numbers.

16 **MS. HEIZNER:** Correct.

17 **MR. WASHINGTON:** I mean, that's -- the option though
18 is Chart 2.

19 **CHAIRMAN NEWMAN:** I mean ---

20 **MR. WASHINGTON:** (Inaudible.)

21 **CHAIRMAN NEWMAN:** We're here to vote on, technically
22 here to vote on ---

23 **MS. HEIZNER:** Whether you want 1 or 2.

24 **CHAIRMAN NEWMAN:** --- Chart 2 being -- I mean,
25 there's nothing wrong with our executive

1 director saying, hey, maybe this (inaudible).

2 **MR. WASHINGTON:** My point is, the action was the
3 chart we were working from at the meeting,
4 which is Chart 2. That was the action that was
5 took. Came to the board, the board approved to
6 move forward with Chart 2. I listened to the
7 minutes.

8 **MS. HARDING:** I thought we clarified this at last
9 month's board meeting?

10 **MR. FURGESS:** Yes, that's what -- that's what I'm
11 saying, too. We've already approved this.

12 **MS. HARDING:** I thought we clarified that we were
13 sending it back for further analysis.

14 **MR. WASHINGTON:** Now, if you listen to the audio, the
15 audio said to bring it back, adjust the numbers
16 based on -- when we get to the point of our
17 contract when the number per hour decreases and
18 bring that back to us so we can look at it
19 within (inaudible). But it was approving Chart
20 2.

21 **MR. BROOM:** I thought it was approving further
22 analysis of Chart 2.

23 **MS. HARDING:** That's what I thought. I thought we
24 clarified that in last month's board meeting,
25 that it was ---

1 **MR. WASHINGTON:** The May -- the minutes ---

2 **MS. HARDING:** Using last month's board meeting, and
3 we clarified it to say that the clarification
4 was we were sending it back for analysis.
5 Wasn't that what we said?

6 **MR. BROOM:** Yeah, that's what I thought.

7 **MS. HARDING:** I did too.

8 **MR. FURGESS:** That's not even in the minutes.

9 **MS. HARDING:** Well, that was all done ---

10 **MR. ANDERSON:** I don't remember ---

11 **MS. HARDING:** Well, that was all done during ---

12 **MR. ANDERSON:** --- that discussion at all.

13 **MS. HARDING:** --- executive session.

14 **MR. ANDERSON:** So I must not have been here.

15 **MR. SCHNEIDER:** That was in executive session. You
16 were here the last meeting.

17 **MR. ANDERSON:** I was here last -- this was in May,
18 the one I missed. Yeah, I wasn't here.

19 **MR. FURGESS:** See, but -- in the May meeting ---

20 **MR. ANDERSON:** --- it came out of Service Standards,
21 and they ---

22 **MR. MORRIS:** --- it was my understanding at May's
23 meeting, the motion that I seconded was to have
24 the buses run, start, the last bus would leave
25 at 11 o'clock. Nothing in there was about

1 frequency. I didn't attend the June meeting.
2 My understanding that they attached to the
3 minutes -- this is my understanding, to that
4 motion something about the frequency.

5 **MR. FURGESS:** So, and, and what we have to
6 understand, this motion in April that we sent
7 to the Service Standard wasn't just to have
8 late routes. This was routes leaving at 11 so
9 she would sweep the hospitals and Corrections
10 and all of that. Ten o'clock doesn't do that.
11 So it wasn't just for the sake of telling ---

12 **MR. ANDERSON:** And to be clear, I do remember that,
13 and I do remember that being the motion. The
14 original motion was to -- that you could leave
15 the terminal, the transit center at 11 and pick
16 up all the late riders. That was my
17 recollection ---

18 **MR. BROOM:** They may not be there.

19 **MR. ANDERSON:** Right. But, I mean, that was, that
20 was the original motion that was ---

21 **MR. BROOM:** These riders that we're assuming are
22 there.

23 **MR. ANDERSON:** Right. But that was the original
24 thing that we sent them to do in the first
25 place.

1 **CHAIRMAN NEWMAN:** And that, that was going to be my,
2 my next question for Ms. Liston (ph.). And
3 we're kind of getting ahead of ourselves again,
4 and I feel like, you know, predicting
5 statistics and, you know, that sort of thing
6 so, I mean, how certain are we that we're going
7 to have the ridership we want with either one
8 of these things.

9 **MS. HARDING:** And, Kelvin, I, I -- I mean, Brian, I'd
10 like to mention that I think where you're going
11 with that is that we wait until our strategic
12 planning meeting, because I will point out that
13 on our ridership information, although
14 ridership is fantastic, statistically they look
15 terrible in that only two out of 34 of them
16 made the 15-passenger minimum. And on daily,
17 only 13 out of 24. So before we start making
18 all these changes, I thought we were going to
19 try to (unclear) in our strategic plan.

20 **MR. FURGESS:** But let me (unclear) that.

21 **CHAIRMAN NEWMAN:** But it is ---

22 **MR. FURGESS:** If you say ---

23 **CHAIRMAN NEWMAN:** --- actually the point where we
24 might have already motioned (inaudible).

25 **MR. FURGESS:** Yeah. I mean, we've ---

1 **MS. HARDING:** Yes.

2 **MR. FURGESS:** --- approved this three times, and
3 you're talking about seven months and it
4 haven't been done, and it's been discussed at
5 every board meeting.

6 **MS. HARDING:** So what makes sense for us to do at
7 this point?

8 **CHAIRMAN NEWMAN:** Well ---

9 **MS. HEIZNER:** I think your options are to approve
10 Table 2 with the new numbers, approve Table 1,
11 or refer it back.

12 **MS. HARDING:** Okay.

13 **MR. WASHINGTON:** Point of order.

14 **CHAIRMAN NEWMAN:** Yes, sir.

15 **MR. WASHINGTON:** The action in front of us that we've
16 already taken is to approve 11 o'clock. The
17 only thing that was coming back to us was the
18 additional numbers, just to look at the
19 numbers. It wasn't a matter that the numbers
20 were going to, you know, persuade us to approve
21 or not approve. We approved Chart Number 2.

22 **MS. HEIZNER:** Chart Number 2 was approved, but the
23 minutes reflect that there was a coming-back on
24 frequencies, was the word that was used,
25 "frequencies".

1 **MR. WASHINGTON:** It was frequency and the dollar
2 amount. Because your contract amount (unclear)
3 adjusting because we're going over that --
4 going to the hourly rate (unclear).

5 **MS. HEIZNER:** Right. That ---

6 **MR. WASHINGTON:** So what we heard ---

7 **MS. HEIZNER:** --- was certainly part of the
8 discussion.

9 **MR. WASHINGTON:** So when I listened to the
10 discussion, it was about the rate, the hourly
11 rate, and the frequency. Because we said after
12 a certain time you might not have to do 30
13 minutes, you can do 45 minutes, you might can
14 do an hour, you know.

15 **MR. ANDERSON:** Which is what Table 1 is, is he went
16 through and analyzed that and brought back
17 Table 1 with the reduced frequency.

18 **MR. WASHINGTON:** But that's the thing on Chart 2.

19 **MR. ANDERSON:** No, no ---

20 **MR. WASHINGTON:** See, 1 does not cover that. It
21 doesn't cover the same routes. And Operations
22 had to look at it as well.

23 **MR. FURGESS:** See, and that sheet, that cost sheet,
24 Chart 2 was given to us on May 13th. And it
25 was for about \$500 a month.

1 **CHAIRMAN NEWMAN:** All right, so let's list these, and
2 I don't know, we're just kind of in the
3 discussion mode so, does anyone want to go
4 ahead and design some motion. We've got ---

5 **MR. WASHINGTON:** We already had (inaudible).

6 **CHAIRMAN NEWMAN:** Let's go on with the three options
7 that Fran suggested that -- put out there
8 before (unclear). We have a motion ---

9 **MR. FURGESS:** I make a motion that Chart 2 be
10 effective September the 8th.

11 **MR. ANDERSON:** Second.

12 **CHAIRMAN NEWMAN:** All right. Move and a seconded.
13 Discussions?

14 **MR. BROOM:** I have some discussions.

15 **CHAIRMAN NEWMAN:** (Inaudible.)

16 **MR. BROOM:** I think what Bob is doing politely, by
17 suggesting an alternative, is saying this is
18 not a good idea. We're going to be blindly
19 increasing service to additional hours with no
20 feel for who's going to be on those buses. And
21 spending over a million dollars to do that.
22 Just on a whim basically. So he's presented an
23 alternative that he believes would be more
24 efficient, that saves us over \$600,000 from
25 this proposal. So I'm not going to vote in

1 favor of Table 1 -- or, Table 2, when Table 1
2 is a more finely-tuned version that increases
3 service from what it is today and saves us
4 \$600,000 that we could spend elsewhere. Or not
5 spend. But we could spend elsewhere, improving
6 the service that we have elsewhere, during the
7 middle of the day. I mean, that's a
8 significant amount of money to just spend
9 because you like the way it sounds when you say
10 service goes to 11. I mean, it's easier to
11 understand that way, but why would we not want
12 the most efficient version of that?

13 **CHAIRMAN NEWMAN:** Mr. Washington?

14 **MR. WASHINGTON:** (Inaudible) because ridership, the
15 riders that voted for this penny has a level of
16 expectation of service.

17 **MS. HARDING:** Whether it costs us money to provide
18 service?

19 **MR. WASHINGTON:** Correct.

20 **MR. :** Right.

21 **MR. WASHINGTON:** This system was built for those
22 riders' (unclear). That's what this system was
23 built on. Now, we've got people lingering out
24 there late at night, trying to get home. And
25 you're trying to sit here and put a business

1 model to this. Business model doesn't work to
2 this. It does not work for this.

3 **MR. BROOM:** I wouldn't say a business model, but I
4 would say that I am trying to look out for the
5 people that may not -- may or may not have
6 voted for the penny sales tax, that pay the
7 penny sales and don't ride the bus. We'd be
8 spending \$600,000 they contribute to
9 irresponsibly, in my opinion.

10 **MR. WASHINGTON:** But just like that Orbit running
11 downtown. They didn't go into no big study to
12 do that. We just did it, and that was on a
13 whim. We just theorized that, hey, since
14 density's down here, people going to jump on
15 that line. But when it comes to people in our
16 community, these other communities, our costs
17 comes up, if we start complaining about the
18 cost of something.

19 **MS. HARDING:** Well, because that's what (inaudible).

20 **(All speaking over one another.)**

21 **MR. MORRIS:** Let me say this. The tax, the penny tax
22 been voted by Richland County. Now, we
23 assuming that other people from other counties
24 pay into this. So what? It's a Richland
25 County thing, and we need to provide services

1 for Richland County. We voted that we need the
2 service at 11 o'clock. Why do Chart 1 when we
3 know Chart 2 is more efficient than Chart 1?

4 **MR. BROOM:** But it's not.

5 (All speaking over one another.)

6 **MR. BROOM:** --- has a Ph.D. that does this for a
7 living. He knows more than any of us in this
8 room about this stuff.

9 **MR. WASHINGTON:** Listen, I represent ---

10 **MR. BROOM:** So why would we assume the worst ---

11 **MR. WASHINGTON:** I represent a constituency that
12 rides this bus, and I'm speaking for that
13 constituency. I feel very ---

14 **MR. BROOM:** I was in the county council. Your voters
15 don't matter here, the riders do.

16 **MR. WASHINGTON:** Yes, sir. It does. My voters are
17 the riders. And they paid for this penny. And
18 they're paying 30 to \$40 a month for ridership.
19 Now, we give a level of service to a population
20 that don't -- that doesn't support this penny,
21 who are a transit population, and I'm talking
22 about students. And they pay lesser to ride
23 than the people who supported this penny. And
24 that's what ---

25 **MR. BROOM:** But they spend money and pay the tax. It

1 doesn't matter who voted for the penny and who
2 didn't. They all pay it.

3 **CHAIRMAN NEWMAN:** How about y'all just vote
4 separately and (inaudible) know where that's
5 going.

6 **MR. ANDERSON:** I'll at least explain my logic to you.
7 So the way I look at this, every time we make
8 a service change, I don't look at this as a
9 static service change that's locked in place
10 indefinitely. We're going to have a process to
11 review the ridership on the routes. I'm under
12 no illusion that we're going to get it right.
13 We're going to -- there are going to be times
14 we're going to have to go back and adjust these
15 routes and adjust the timing on the routes and
16 adjust the stops on the routes and adjust where
17 the routes run, after today, you know.

18 **MR. BROOM:** It's really hard to take it away when you
19 put it out there.

20 **MR. ANDERSON:** But ---

21 **MR. BROOM:** If no one that's riding these buses at
22 10:30 at night, we will still run those buses,
23 I guarantee you.

24 **MR. ANDERSON:** But at some point in time we are going
25 to withdraw service that we've added in the

1 last year or two, okay?

2 **MR. WASHINGTON:** And we've clearly stated that prior
3 to all of our service (inaudible).

4 **MR. ANDERSON:** And I think that'll become more
5 apparent as time goes by, we're going to add
6 service and so -- so I'm going to -- I'm going
7 to use a service that we added. We put back
8 the 11 and the 12, we split those back apart.
9 And the ridership has been very good. Now, if
10 two years from now the 11 and 12, the numbers
11 drop back down again, I would think that
12 everyone on this board would say, well, the
13 responsible thing to do is going to be
14 consolidate those back or re-work those routes.

15 **MR. BROOM:** Do you think we do the responsible thing
16 on a regular basis?

17 **MR. ANDERSON:** I think we can.

18 **MS. HARDING:** And it ---

19 **MR. BROOM:** But we don't.

20 **MR. WASHINGTON:** Now, I'm going to push back again.
21 That statement is (inaudible).

22 **MS. HARDING:** Well, look at the ridership numbers by
23 route.

24 **CHAIRMAN NEWMAN:** Listen, so Brad just went --
25 clearly there's some disagreement. I was going

1 to make one quick comment before we vote.
2 We've got a motion on the floor for taking
3 Number 2. Just so y'all understand where I'm
4 coming from, I believe that the bus system got
5 in a bad place because I think bad planning
6 occurred ahead of time. You know, routes out
7 there that weren't efficient, you know, they
8 were basically just wasting money. Buses are
9 a subsidized service either way, but we've got
10 to be somewhat strategic in where we grow the
11 service. Now, with that said, I'm not
12 interested in just randomly putting out routes
13 or randomly changing hours. But I do want to
14 make sure that we try to address some of the
15 concerns that are in the community when we
16 think there's a groundswell or certain requests
17 and things, whether it's hospital employees or
18 anyone else that (inaudible).

19 **MR. FURGESS:** Malls.

20 **CHAIRMAN NEWMAN:** Exactly.

21 **MR. FURGESS:** (Unclear.)

22 **CHAIRMAN NEWMAN:** So I do want to address those
23 things. And if, you know, and I don't, I don't
24 -- I'm not a hundred percent (unclear) thought
25 about planning and hopefully we'll change this

1 once we redirect things after the workshop.
2 But we've got to be -- I just want to, you
3 know, I just want to redirect. I think we have
4 (unclear) you know, hopefully, as we put
5 together this plan, you know, that it'll quell
6 a lot of these requests of us do things that I
7 know we -- a plan that we're comfortable with,
8 the executive director's comfortable with, that
9 he can back up each time. But with that said,
10 I think everybody knows what they are. The
11 motion's (unclear). I've been moved and
12 seconded for Table Number 2. Call the
13 question. All in favor, raise their hand for
14 Table 2. And those who are opposed, raise
15 their hands. Got that? All right. Table 2
16 passes. Moving on in the agenda. Fourteen's
17 just informational items. Is there any old
18 business? (Unclear.) Motion period.

19 **MR. WASHINGTON:** Mr. Chair?

20 **CHAIRMAN NEWMAN:** Mr. Washington?

21 **MR. WASHINGTON:** I make a motion to direct the --
22 direct Frannie to go ahead and move forward
23 with the full process involved in the town of
24 Eastover.

25 **MS. HEIZNER:** All right. Yeah. With the service

1 with the CMRTA, The COMET providing service to
2 Eastover, Eastover is eligible to become a
3 member of the board. We can inform Eastover of
4 that opportunity. If they request membership,
5 that request has to be approved by the members,
6 meaning governing bodies, representing 90
7 percent of the population in the service area.
8 So effectively, that is Richland County and the
9 city of Columbia.

10 **MR. ANDERSON:** So say that -- repeat. You lost me in
11 there. So they're not automatic -- under the
12 IGA, or under the board, the document that
13 established the board, they're not
14 automatically ---

15 **MS. HEIZNER:** They're not automatically members.

16 **MR. ANDERSON:** Okay. So what -- under what
17 circumstance -- why do we have to offer
18 anything at all?

19 **MS. HEIZNER:** Well, they -- when they -- when service
20 is provided in a political subdivision, they
21 are eligible to be a member. That's how we
22 define the membership, the areas that receive
23 service. So like Blythewood, for example,
24 doesn't have any service yet ---

25 **MR. ANDERSON:** Right.

1 **MS. HEIZNER:** --- so Blythewood is not a member.
2 Forest Acres gets service. So because Eastover
3 will receive service provided by The COMET,
4 they have the opportunity to apply to be a
5 member. I don't know that we have an
6 affirmative obligation to inform them of that,
7 but I think that's what Mr. Washington would
8 like for me to do on behalf of the CMRTA. When
9 Eastover city council, mayor and town council
10 members learn of their opportunity, they will
11 have to vote to ask to become a member.

12 **MR. ANDERSON:** And what was the, what was the logic
13 of that? I mean, not to diminish Jake's
14 contribution but, I mean, it's not -- I mean,
15 why? Why did y'all do that?

16 **MS. HEIZNER:** Well, there were two reasons.

17 **MR. BROOM:** Yes, why? I could have been sitting at
18 home right now.

19 **MS. HEIZNER:** The membership, the membership is
20 defined as those political subdivisions
21 receiving service at the time of the last
22 intergovernmental agreement.

23 **MR. ANDERSON:** In Richland County?

24 **MS. HEIZNER:** And limited service into Lexington
25 County, correct.

1 **MR. ANDERSON:** Okay.

2 **MS. HEIZNER:** And so that's the city of Columbia,
3 Forest Acres, Richland County. Blythewood
4 didn't have service, no service in Arcadia
5 Lakes, no service in Irmo, no service in
6 Eastover. But state law says that as the
7 service area grows, governmental entities then
8 being served can become members. They're not
9 required to become members, they might not want
10 to be, and this is by agreement so they're not
11 automatically.

12 **MR. ANDERSON:** Okay. So ---

13 **MS. HEIZNER:** It's a process.

14 **MR. ANDERSON:** So under the state law and under our
15 ---

16 **MS. HEIZNER:** IGA.

17 **MR. ANDERSON:** --- under our IGA, we are required --
18 they have the option to ask for a seat on our
19 board?

20 **MS. HEIZNER:** Correct.

21 **MR. ANDERSON:** And Kelvin is asking to direct you to
22 ---

23 **MS. HEIZNER:** Inform them, correct.

24 **MR. ANDERSON:** --- inform them that they have a seat
25 on the board?

1 **MS. HEIZNER:** That is my understanding.

2 **MR. ANDERSON:** And, we don't go into Arcadia Lakes?

3 **MS. HEIZNER:** (Inaudible.)

4 **MR. BROOM:** Do we have anything on Decker that goes
5 -- it might touch like one part of it.

6 **MR. ANDERSON:** Yeah. Okay. I was just curious.

7 **MR. BROOM:** (Inaudible) find out. Or Two Notch.

8 **MS. HEIZNER:** Yeah, you can find -- I mean, if
9 there's something through Arcadia Lakes then
10 they would have the same opportunity.

11 **MR. ANDERSON:** And then, and with the Lexington
12 County subdivisions ---

13 **MS. HEIZNER:** The whole Lexington County ---

14 **MR. ANDERSON:** Right, Lexington, we treat them
15 separate, right?

16 **MS. HEIZNER:** Yeah. The whole Lexington County
17 situation is a -- is a situation. It's ---

18 **MR. ANDERSON:** It's an exception.

19 **MS. HEIZNER:** (Inaudible.)

20 **MR. WASHINGTON:** And that came up in (unclear)
21 conversations.

22 **MS. HEIZNER:** Right.

23 **MR. WASHINGTON:** You've got Lexington paying a
24 service ---

25 **MR. ANDERSON:** Right.

1 **MR. WASHINGTON:** --- but they've got a full vote on
2 the board.

3 **MR. ANDERSON:** Right.

4 **MR. WASHINGTON:** And Eastover, people who voted for
5 the penny system, they're providing service
6 down there, they don't have this
7 representation.

8 **MR. ANDERSON:** Right. No, I get that.

9 **MS. HEIZNER:** Would it be okay if, if -- to change
10 that motion to say -- to make sure that there
11 are no other Richland County political
12 subdivisions that are getting service? And if
13 there are, if Arcadia Lakes is now in the mix
14 -- I don't think Irmo is, and I'm sure
15 Blythewood's not.

16 **MR. ANDERSON:** Irmo is. (Inaudible) Irmo is. I bet
17 you we go -- I bet you we go into Irmo.

18 **MR. :** (Inaudible.)

19 **MS. HEIZNER:** I'm not sure. Okay, well then ---

20 **MR. ANDERSON:** Well, again, let's evaluate that.

21 **MR. :** Yeah.

22 **MS. HEIZNER:** Yeah, let us know.

23 **MR. ANDERSON:** (Inaudible) reach out to Richland
24 County. Yeah. I mean, as long as -- as long
25 as we treat all the political subdivisions that

1 are in ---

2 **MR. WASHINGTON:** (Inaudible.)

3 **MS. HEIZNER:** The same, yeah.

4 **MR. ANDERSON:** --- the same, I'm fine with that.

5 **MS. HEIZNER:** I will gladly (inaudible).

6 **CHAIRMAN NEWMAN:** (Inaudible) this motion. All
7 right. Well, there wasn't ---

8 **MR. WASHINGTON:** (Inaudible) motion.

9 **CHAIRMAN NEWMAN:** There wasn't a second to the
10 motion, was there? Was there a substitute
11 motion?

12 **MR. ANDERSON:** Yeah. I move that our legal counsel
13 speak to all the political subdivisions that
14 have some portion in Richland County, that if
15 -- and that they have the opportunity to join
16 the board if service touches or crosses their
17 jurisdiction.

18 **MS. HEIZNER:** Could you please say that we can
19 contact any political subdivision in Richland
20 County eligible pursuant to the IGA and state
21 law? Because there is a ---

22 **MR. ANDERSON:** I will substitute your language for
23 what I just said.

24 **MS. HEIZNER:** There's a specific definition that may
25 or may not include or exclude or ...

1 **MR. ANDERSON:** Okay. Use that definition.

2 **MS. HEIZNER:** Okay. Are we square enough on that?

3 **MS. RANSOM:** One more time?

4 **MR. ANDERSON:** That I would -- the second part of
5 this, I'd like the staff to check and double-
6 check with Arcadia Lakes and -- I don't believe
7 we get to Blythewood yet, but we do definitely
8 -- we've got to be close to Arcadia Lakes and
9 we've got to be close to Irmo.

10 **MS. HEIZNER:** So the motion is to contact any
11 political subdivision in Richland County that
12 is potentially qualified to become a board
13 member to inform them of their right to ask to
14 become a board member.

15 **MR. BROOM:** Second.

16 **CHAIRMAN NEWMAN:** All right. Any discussions? It's
17 moved and seconded. All in favor signify by
18 saying Aye.

19 **MR. :** Aye.

20 **CHAIRMAN NEWMAN:** Any opposed?

21 **MR. :** Did Frannie make that ---

22 **MR. ANDERSON:** Wait. Now, hold on. A point of order
23 is that -- as a point of order, I thought that
24 we need to do something that wasn't previously
25 on the agenda and that hadn't been to

1 committee, that we had to have a super majority
2 of the board present and voting for it. Is
3 that correct?

4 **MS. HEIZNER:** Yes. Yes, but I don't know that this
5 is like final action. This is -- I mean, I'm
6 not even sure you need a motion to cause me to
7 do this. But y'all can wait until next month,
8 and that would be fine.

9 **CHAIRMAN NEWMAN:** This -- I kind of looked at this as
10 -- we can do our motions here when we send
11 something (inaudible).

12 **MR. SCHNEIDER:** Well, if you can wrap up in the next
13 minute, we still have the executive session
14 item with Missy, and it's real important.

15 **MR. ANDERSON:** Okay.

16 **CHAIRMAN NEWMAN:** (Inaudible.)

17 **MR. ANDERSON:** Okay. That's fine by me.

18 **CHAIRMAN NEWMAN:** (Inaudible) because everything else
19 can be done in executive session now.

20 **MR. ANDERSON:** So moved to go to executive session.

21 **CHAIRMAN NEWMAN:** Is there a second? (Unclear.)
22 Then all in favor signify by saying Aye.

23 **ALL:** Aye.

24 **CHAIRMAN NEWMAN:** Any opposed? All right.

25 **MS. LAWLOR:** So Ron moved to go in, and who seconded?

1 MR. : Jake.

2 (Executive Session)

3 MS. LAWLOR: Okay, we're ready.

4 CHAIRMAN NEWMAN: Technically, no action, right,
5 Frannie?

6 MR. WASHINGTON: Motion to come out of executive
7 session.

8 MR. FURGESS: So moved.

9 CHAIRMAN NEWMAN: Moved and seconded. And there was
10 no action taken in executive session. Request
11 a motion to adjourn. So moved.

12 MR. ANDERSON: So moved.

13 CHAIRMAN NEWMAN: All in favor signify by saying Aye.

14 ALL: Aye.

15 (There being nothing further, the meeting was
16 adjourned.)

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