

**TOMPKINS CONSOLIDATED AREA TRANSIT, INC.
BOARD OF DIRECTORS MEETING**

Thursday, April 23, 2009
4:00 PM TCAT Conference Room
737 Willow Avenue, Ithaca, NY

Attendees: D. Cogan, H. Dullea, K. Luz Herrera, P. Mackesey,
F. Proto, N. Schuler, B. Wendt, J. Turcotte, J. Dotson (by phone)

S. Brock, R. Andrascik, A. Eccleston, N. Oltz,
B. Stebbins, N. Tedesco, D. Tome, S. Persons/Recording Secretary

Also attended: George Eberhardt, Amanda Zerilli, Jeff Bercuvitz, Anna Moratz, Carol Chock, Barbara Spencer, Nannette Cook

Agenda

I. Call to Order

D. Cogan called the meeting to order at 4:08 PM, and welcomed everyone to the April 23, 2009 TCAT, Inc. Board of Directors Meeting.

II. Public Hearing: Transportation Development Plan

George Eberhardt stated when TCAT announced the public hearings and that they were going to take public comment about the changes there was high disregard or little hope that anything anybody said would make any difference. When the second set came out most of the changes that we had complained about had been changed. Titus Towers got it's two runs an hour back, Longview got it's run back, Aldi's got it's run back, there are now about ten runs on Sunday up to the hospital, he stated he considers this a success for the public and TCAT. The residents of Titus Towers wish to extend their heartfelt thanks for listening.

Amanda Zerilli stated she was very encouraged by the reaction of TCAT to the first group of problems including Titus Towers. She stated she takes the route 36 out to Lansing in the morning, she works at the high school and there are very few people who take the bus going from Ithaca to Lansing. In the initial proposals she looked at the route 36 and there were no changes proposed, so she wrote in on the survey saying it would be great if they could get some service so students could use the bus, and there are a lot of teachers that live in Ithaca. She stated the service in the morning is excellent and she is at work by 7:05. It appears, and this was totally under the radar, that someone made a proposal to change that route in the second round, no one that takes the bus going in that direction was aware that there was a proposal that the bus would leave the vet school and bypass downtown. She stated she wishes that TCAT would check this, if TCAT could look at the proposals, she tried to go online today and look at it, she asked the bus driver and he was unaware. She stated if it is true that TCAT will no longer service downtown Ithaca to Lansing High School in the mornings she hopes that TCAT really reconsider that, she stated she doesn't see the benefit for anyone.

Jeff Bercuvitz stated he wanted to thank TCAT for the opportunity to share some input regarding the route now consolidating the route 13 and the 16 lines together, and he wanted to speak strongly in favor for the current draft in which the proposed route for the 13 will travel up and down Cayuga rather than N. Albany Street. He stated that there were two instances in the past week alone where young children

ran across Albany street and were nearly hit by buses through no fault of the bus drivers. There was a third instance nine days ago when a teenager skateboarded across Albany at Buffalo against the light and was nearly hit by a car. Those of us who live on Albany Street are not just concerned about the children in their own houses but are very concerned about the 312 students at BJM and are concerned about the many young people who use the GIAC facilities regularly. He stated as you probably know Albany Street is also used by young teenagers as a major pedestrian and bicycle street that they regard as a safe corridor. He would suggest that every single one of those young people is a good reason to not run buses up and down Albany Street and having a bus route like the 13 running there would be a preventable accident waiting to happen. Not only are there safety concerns, but TCAT may want to also keep in mind the issue of inconvenience to both passengers and drivers, as there are lengthy school bus stops between Buffalo and Court on North Albany at least a couple times a day. He stated we appreciate the fact that TCAT is giving serious consideration to those voices and those concerns, and while of course TCAT needs to and should think about ridership the fact that you are also thinking about community safety means a great deal, and as a person who professionally helps people work on issues of citizen engagement he wanted to tell TCAT how impressed he is with the process.

Anna Moratz stated she lives at Warren Wood apartments at the corner of Warren Road and Uptown Road, and she went around to her neighbors with roughly 400 people living there, and first of all told them this is the American way because a lot of people are from other countries. She stated she told them you get to have a voice in this and you are going to lose your bus. Now the 32 goes South on Warren Road towards Hanshaw, in the future it is supposed to go on Warren Road then turn right on Uptown Road, go to the hotels but it does not go down further on Warren Road, the biggest loss in her opinion that these people are going to have is that they no longer have direct access to the Pyramid Mall. Most people there are graduate students or Cornell professionals, others are senior citizens, and there are people there who don't have a car. It would be nice if the bus could go on Warren Road south towards Community Corners and Cornell but that is also being eliminated. She stated she has a petition with one hundred signatures.

Carol Chock stated she is on the Tompkins County Legislature from District 3 which is the Belle Sherman area of Ithaca. She stated other than in the Collegetown area of that district they traditionally have not had extensive bus service, when the second round of public input was requested she stated she heard from a few people so she put out an inquiry to the Belle Sherman Bryant Park Civic Association list expecting to hear from one or two people, but she heard from several dozen people within a few days. She stated there were three routing concerns that she heard, one concern was the Mitchell Street segment of route 51, the second concern was people remembered service right down Cornell Street, and the third concern was if routes are eliminated this will be the biggest area in the city with no service. She stated her appeal was not to do anything specific but that we try to not eliminate all of the service in that whole region.

Barbara Spencer stated she was there for two reasons, one she rides the 15 because she works down at Wendy's on Elmira Road. She stated she likes the bus the way it is now, the way it goes down West Seneca all the way down and then turns if we can keep that it would be great. She questioned how many times it goes to Wal-Mart because she gets off at Wal-Mart and walks over. She stated the second reason for her being here is she rides the route 14 and she heard that the bus is no longer going to be going into Chestnut Apartments. She wondered if that was true.

Nannette Cook stated she has three routes that she has a concern about, the 15, 20, and the 43. With the route 15, she stated she sees what TCAT is trying to do with regards to canceling some areas that seem redundant that aren't necessary at certain times of the day, but she relies heavily on the route 20, she lives in Enfield and comes in on the 12:30 bus, normally she can catch the route 15 within 10-15 minutes, what she has noticed with the time changes is that it is going to move the route 15 to leaving on the half hour instead of the hour. She stated this is going to increase her wait time for her connections up to 45 minutes. Her second concern is with the 43, she sees that TCAT is opening it up to

offer service to a lot more people going to and from TC3, which is great, but her doctor's office is on Route 13 between Yellow Barn Road and Irish Settlement. She stated that now with the way it is and with her waiting time, it takes five hours to get from her house to her doctor's appointment and home. With the new changes that are going on in that route, it is going to increase the wait time from two and a half hours to four hours. With the route 20, as you know, it has been merged with the Watkins Glen route, you guys have done a great job putting that together, and her only concern with that is that the times have changed a little bit for the 20, before she used to catch the 15 from Titus Towers to get to the 20 and now when she has to catch the bus, she has to carry all her stuff almost ten blocks to try to catch that bus every day, and when she gets on the bus there are so many people on that bus there is no place to sit. She stated this issue with the 20 has been bothering her for the last few months, she stated that the 4:52 number 20 is overloaded, and the majority of people are going to Watkins. She stated it also does not get downtown until at least 5 pm. She stated she appreciates everything that TCAT is doing, and hopes that things can get worked out.

D. Cogan stated we have the rest of the agenda today and we are not going to be discussing the plan extensively today but that the comments are going to be taken into consideration.

N. Tedesco stated she wanted to add that she recognized a lot of the names already because we have seen emails or read your petitions and the official public comment period does not end until end of day today so once we have collected all of your comments, tomorrow we will be forwarding all of the comments on to the TCAT Board.

D. Cogan stated we will be voting officially on adopting the plan next week at a special meeting and as J. Turcotte mentioned the times are still being worked on, we will basically be finalizing the routes, but the times and schedules are still going to be worked on after that. There are still things that are going to be discussed within the next week, we do have a Transit Service Committee meeting on Tuesday where everything will be discussed in depth, and then in the special Board Meeting on Thursday we will be voting. He thanked everyone for attending the Public Hearing.

The Public Hearing ended at 5:00pm and the Board of Directors reconvened at 5:10pm.

III. Board Member Items

There were no Board Member items.

IV. Public Comment

There was no one present that had a public comment.

V. Approval of the minutes from March 26, 2009 meeting

The motion to approve the minutes from March 26, 2009 was made by P. Mackesey; seconded by B. Wendt. The motion to approve the minutes passed unanimously.

VI. Chairperson's Report

The Chairperson did not have a report.

VII. General Manager's Report

- Monthly Operating Report - J. Turcotte presented the Monthly Operating Report for March 2009. He reviewed the details of the Riders, Miles & Hours Statistics, Service

Changes & Special Events, Maintenance Statistics, Accidents & Other Incidents, Finance, Human Resources, Marketing Initiatives, & Customer Communications.

VIII. Action Items from Staff

There were no action items.

IX. Committee Reports

- **Executive Committee**

D. Cogan reported the Executive Committee met April 8, 2009 and discussed TDP, Van Pool, City Center Project, and Black Box Project.

- **Budget Committee**

H. Dullea reported that the Budget Committee met on April 16, 2009 and discussed Revenue Expenditure Reports: March 31, 2009, Fuel Reports, STOA Update, Passenger Revenues, Rural Route Analysis and Audit Update.

- **Transit Service Committee**

P. Mackesey reported that the Transit Service Committee will meet on April 28, 2009.

- **Human Resources Committee**

N. Schuler reported that the Human Resources Committee met on April 14, 2009 and discussed current staffing levels, recruiting efforts, and HR projects. N. Schuler also reported that the placement rate for women for the period of 2007-2008 was 24% which resulted in an overall improvement in the representation of females in this job category.

- **City Center Committee**

D. Cogan reported that the City Center Project Committee met on April 7, 2009 and discussed status of construction space, and TCAT's fallback position if no responses to RFP and RFP modifications are received.

X. Next meeting

D. Cogan announced the next meeting date April 30, 2009 at 4:00 PM.

XI. Adjournment

The motion to adjourn the meeting was made by B. Wendt; and seconded by P. Mackesey. The meeting adjourned at 5:45 PM.