

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

Thursday, April 30, 2009
4:00 PM TCAT Conference Room
737 Willow Avenue, Ithaca, NY

Attendees: D. Cogan, H. Dullea, K. Luz Herrera, P. Mackesey, R. McDaniel
F. Proto, N. Schuler, B. Wendt, J. Turcotte

S. Brock, A. Eccleston, N. Oltz,
N. Tedesco, T. Wright, S. Persons/Recording Secretary

Agenda

I. Call to Order

D. Cogan called the meeting to order at 4:05 PM, and welcomed everyone to the April 30, 2009 Special TCAT, Inc. Board of Directors Meeting.

II. Public Comment

There was no one present that had a public comment.

III. Action Items from Staff

D. Cogan asked for a report from the Transit Service Committee about what happened at the meeting on Tuesday April 28, 2009 regarding the discussion on the TDP.

P. Mackesey reported that the meeting went well, and that the staff has done such a great job that they reached a consensus very easily on most of the changes that were still out there. She stated the one they still struggled with and did not reach a consensus on was the Route 51, the Board received a memo from N. Tedesco about that and it is laid out in such clear and stark numbers and rationale that she felt that their suggested change is the way that TCAT should go.

F. Proto stated he would like to move the resolution to adopt the route changes as recommended so that it can be discussed. Discussion followed.

- Consider approval of Resolution {2009-03} Approval for Adoption of the Documents Entitled "Route Change Recommendations" and "Modifications to Route Change Recommendations" – D. Cogan presented Resolution {2009-03} to approve route change modifications.

**RESOLUTION 2009-03
ADOPTION OF THE DOCUMENTS ENTITLED
"ROUTE CHANGE RECOMMENDATIONS" AND "MODIFICATIONS
TO ROUTE CHANGE RECOMMENDATIONS"**

WHEREAS the TCAT Board of Directors, the TCAT Transit Services Committee, and TCAT staff realized the need for a comprehensive route review in late 2007, as the last comprehensive route study occurred in 1998 and significant developments in land use and travel patterns have occurred since then; and

WHEREAS the TCAT Board of Directors issued an RFP and, via a competitive bidding process, selected Perteet, Inc. as the consultant to create a Transit Development Plan. The TCAT Board of Directors then entered into a contract with Perteet, Inc. to perform the route review and other tasks, as outlined in the Scope of Services of the RFP; and

WHEREAS Perteet, Inc. and TCAT staff have performed significant background condition analysis and ridership pattern analysis to produce and revise several iterations of route recommendations; and

WHEREAS Perteet, Inc. and TCAT engaged in a significant public involvement process, including two rounds of public involvement. Each round of public involvement included ten public informational meetings to present the draft route proposal and solicit input. Both rounds of public involvement resulted in changes to the draft route recommendations; and

WHEREAS, per TCAT's internal policies for major service changes, TCAT also held a formal 30-day public comment period beginning March 23, 2009 and ending April 23, 2009 with a formal public hearing held by the TCAT Board of Directors; and

WHEREAS all of the work described above resulted in the documents entitled "Route Change Recommendations" and "Modifications to Route Change Recommendations";

NOW THEREFORE BE IT RESOLVED that the TCAT Board of Directors adopts the documents entitled "Route Change Recommendations" and "Modifications to Route Change Recommendations" as transit service development guidelines for TCAT, Inc; and

BE IT FURTHER RESOLVED that the TCAT Board of Directors understands that there is still significant work involved in creating the final fixed route and demand responsive services, including, but not limited to, exact timings on the routes, examination of the transfer matrix, and run-cutting, and therefore the draft, approximate schedules in the "Route Change Recommendations" and "Modifications to Route Change Recommendations" are subject to further refinement; and

BE IT FURTHER RESOLVED that the TCAT Board of Directors intends to adopt the entire Transit Development Plan that includes not only the information contained in the "Route Change Recommendations" and "Modifications to Route Change Recommendations" adopted today, but also sections of the plan about financial and capital planning, technology development and implementation, and other sections, as outlined in the Scope of Services, after further study and review.

Adopted by the TCAT, Inc. Board of Directors on this 30th day of April, 2009.

The resolution to adopt the route changes was moved by F. Proto; and seconded by K. Luz Herrera. Discussion followed.

N. Tedesco stated she had received an email from Ed Marx Commissioner of Planning and Public Works for Tompkins County, he was a member of the resource committee, and he had one suggestion for the document in front of the Board titled Modifications to Route Recommendations. On page 2, under the section titled Other Non-TCAT Recommendations the second to last bullet states "Encourage local municipalities and developers to plan and construct future affordable housing developments along trunk(main) transit corridors." She stated E. Marx wrote "Taken literally this could result in sprawling strip development which would be in direct contradiction to the Tompkins County Comprehensive Plan and complicate TCAT's ability to provide efficient service in the future." He suggested the language be

changed to the following "Encourage local municipalities and developers to plan and construct future affordable housing developments in villages or other designated nodes along trunk(main) transit corridors." N. Tedesco stated she felt this was a reasonable request that it clarifies what the intent of that point was; she recommended they use that language.

D. Cogan asked if anybody had any objection to using that language.

F. Proto stated the resolution includes the modifications and as the mover of the resolution he doesn't have any problem with that language. K. Luz Herrera accepted the changes as well.

F. Proto stated he wanted to thank our consultant Thomas Wittmann who went to all of the meetings and took a little heat at times but did an outstanding job in working with staff.

T. Wittmann stated he wanted to thank the Board for recognizing that, and he also wanted to say that he has worked with a great staff here and it has been a pleasure. Taking something from some conceptual goals and providing framework for how the agency should move forward over the next six years, how to continue the steps of integrating three different systems into one cohesive system, beginning the process of making services levels appropriate to what the ridership need is, coming up with specific solutions as with taking those goals and actually moving them to a process and creating recommendations and going through a series of public processes on really how the technical side of the bus system works and also ensures that the community needs have been met has been an exciting ride. He stated he is proud that they are considering a plan that meets the goals that it set out with to begin with; we have accomplished our goal of making the system easier to understand with less route numbers and less big loops. We have taken a look at existing travel patterns and hope to serve them better such as South Ithaca, the Airport, or Cayuga Medical Center. We have begun the beginnings of creating innovative services which can be a building block for your future, a service route being one of them; and the demand response service for the north east suburbs could be a model for a low cost way to expand into new areas of the county. He stated we are also responding to some community needs of later evening service or more weekend service. He stated he feels very confident that a year from now we will see significant ridership increases and increased mobility for your county residents and this plan reflects the community needs.

H. Dullea stated he would like to add a thank you to the staff who worked on this. The substance of this Transit Development Plan is terrific and everyone should be commended for it, the clarity of what has been presented in the materials before them is absolutely commendable.

B. Wendt stated that he thought there might be one thing that was missed under Other Non-TCAT Recommendations, he suggested a simple addition to the document titled Modifications to Route Recommendations might be "to encourage Titus Towers to investigate van service for its residents." Discussion followed. It was suggested that other places than Titus Towers should be included in this.

R. McDaniel suggested the wording "Encourage the investigation of van services where appropriate for low volume routes."

J. Turcotte stated he was not sure if he would use the word van, he would suggest using the word alternative because van may limit it to just that. Discussion followed.

S. Brock clarified the bullets to be changed. The second to bottom bullet on page two "Encourage local municipalities and developers to plan and construct future affordable housing developments in villages or other designated nodes along trunk(main) transit corridors." And then add a final bullet "Encourage the investigation of alternative services where appropriate for low volume routes." The changes were accepted.

The resolution Adoption of the Documents Entitled "Route Change Recommendations" and "Modifications to Route Change Recommendations" passed unanimously.

N. Tedesco stated moving forward she would like to let the Board know we still have work to do on the actual final document, proof reading and putting together the sections, we wanted to bring the route change guidelines before you now so we could start working on implementing them. In May or June we will be bringing the full plan document, we also asked Perteet to look at things such as our Capital plans, how we use technology and some of our resources.

D. Cogan questioned how soon we can roll out the changes. He questioned if there was some way to bring to the Board a plan of action so they can see why it needs to take eight months to do this.

N. Oltz stated they have already been working on a timeline for this, and stated it would be sent out ahead of time for the next meeting.

IV. Next meeting

D. Cogan announced the next meeting date May 28, 2009 at 4:00 PM.

V. Adjournment

The motion to adjourn the meeting was made by P. Mackesey; and seconded by R. McDaniel. The meeting adjourned at 4:47 PM.