

**THE COAST RTA-WACCAMAW RTA
BOARD OF DIRECTORS MEETING
MAY 28, 2014
9:00 AM**

Board Present: Bernard Silverman, Chair
Joseph Lazzara, Vice Chair
Ivory Wilson
Lillie Jean Johnson
Katharine D'Angelo
Mickey James
Nicholas Twigg
Gary Loftus
Chuck Ottwell

Staff Present: Julie Norton-Dew, Interim General Manager
Felicia Beaty, DGM of Operations – COO
Barbara Blain-Olds, Staff Attorney
Michele Cantey, Public Information Officer
Joe Ponticello, Interim Finance Director
Lynette Nobles, Executive Assistant
Doug Herriott, Transportation Manager

Also Present: Bobby Lamb – Coast RTA rider
Charles Perry – Myrtle Beach Herald
Craig Conwell – Citizen
Darrell Eickhoff – AARP
Jason Rodriguez – The Sun News
Abdullah Mustafa – NAACP
Renee Rollins – Citizen
Don Neptune - CAC
Jack Lamson – WPDE
Hendri Washington - Citizen

In accordance with the Freedom of Information Act (FOIA), the 2014 meeting schedule was provided to the press at the beginning of the 2014 calendar year, stating the date, time and location. In addition, notice of this meeting was provided to the press, stating the date, time and place of the meeting on Friday, May 23, 2014.

CALL TO ORDER: Chairman Silverman called the meeting to order at 9:00 AM. He welcomed all visitors.

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INVOCATION/PLEDGE OF ALLEGIANCE: Mr. Lazzara gave the invocation. The Pledge of Allegiance was recited.

ANNOUNCEMENT OF QUORUM/ROLL CALL: Roll call was taken. A quorum was present.

Mr. Silverman turned the meeting over to Mr. Wilson, who stated that (concerning a letter that was being circulated) Mr. Silverman, Ms. Norton-Dew, Mr. Wilson, and Mr. Rollins had attended a meeting in Columbia with Mr. Hart Baker, in which Mr. Baker apologized and stated that as long as he had anything to do with it, this would never happen again. Also, that what Mr. Baker said in that meeting, was verbatim what was in that letter. Further, at the last meeting, the board went into executive session, which was not on the agenda. Mr. Wilson went on to say that during that meeting he asked why the general manager was being terminated and the chairman replied that 50% of our fleet was past its operating procedure; and if Mr. Myers had not been here, our fleet would be 100% not operational. Mr. Myers came to the board and told the board he needed money, he needed new buses, and the board did nothing. We sat here and didn't do a thing. We waited for Mr. Myers to go out to these other transit companies and begged and begged until he got used buses for us to operate. That brought our fleet back up to 50%. He told us he needed money to continue to operate; we, as a board, set here, we didn't do a thing. We waited for Mr. Myers to go out and try to get money and most of the money that was gotten for this company was gotten by Mr. Myers; board members didn't do it. We did not do our job; but we blame Mr. Myers for everything. Regarding the shelter program; we wouldn't have had a shelter program if it wasn't for him. He went to COG and begged for \$1million to buy shelters. The board didn't do that. There were shortcomings in that shelter program; there were some problems getting it put up. You had to get permits from the cable company, the light company, the water company, the city, SCDOT; and it just went on and on and on. It caused that shelter program to get delayed all those years. It wasn't all Mr. Myers' fault; but, we as board didn't do a thing about it, not one thing. So, I blame us just as much as I blame him, for what has happened. When I asked the question why we fired Mr. Myers, what I was told; one thing I found out, evidently there must have been a secret board meeting, which is illegal, a board meeting was not called to say we were going to fire Mr. Myers. I was not notified, Ms. Johnson was not notified that we were going to have a meeting; it must have been a secret meeting. I don't know if the meeting was secret or not, I didn't know about it and Ms. Johnson didn't know about it. I'm the founder of this company, I've been on the board for 31 years, 31 years; I'm a member of the executive committee and the chairman of the compensation committee; but I wasn't respected enough to come to that meeting to find out what was going on. I've had people in our community ask me why your CEO get fired; why did you fire your CEO. Many have come to me and asked me that and I couldn't give them an answer, because I didn't have an answer to give them. We fired Mr. Myers unprofessionally. I'm sure if we had a job and we got fired the way he did, you would be upset. We called Mr. Myers into an executive session, read him the riot act and then after the executive session, called him back with the public sitting here, read the letter and then fired him again in front of the public. That's not all we did; we escorted him off these premises with a police escort. Ladies and gentlemen, that is very unprofessional.

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If you would get fired that way, you wouldn't feel right. That's my feeling today; and I just wanted to let you know how I felt about it. Now, if I had been called into that secret meeting, you don't know which way I would have voted. If we had come up with a reason to vote to fire Mr. Myers, I might have voted to fire him; you don't know that. The last CEO we had, Benedict Shogaolu, he messed up and I made the motion to fire him; but, I did not see where Mr. Myers had messed up this company. We fired a man, unprofessionally, who has been with this company for almost ten years and had taken this company to a higher level. He had moved this company to a higher level. Any employee in this company, you can go to them and ask them what kind of leadership Mr. Myers had and they will tell you that he was one of the best. That's the way I feel and I just had to get it out. Thank you.

Mr. Silverman thanked Mr. Wilson. He then announced a couple of committee changes. Mr. James is moving from the Finance Committee to the Operations Committee and Mr. Ottwell has agreed to work on the Finance Committee and the Planning Committee. We'll get these revised and get them out to you.

RECOGNITION OF VISITORS: Bobby Lamb – Coast RTA rider
Charles Perry – Myrtle Beach Herald
Craig Conwell – Citizen
Darrell Eickhoff – AARP
Jason Rodriguez – The Sun News
Abdullah Mustafa – NAACP
Renee Rollins – Citizen
Don Neptune - CAC
Jack Lamson – WPDE
Hendrick Washington - Citizen

PUBLIC COMMENT:

Mr. Mustafa addressed the meeting regarding the firing of Mr. Rollins.

APPROVAL OF MINUTES: It was properly moved and seconded that the minutes from the meetings of April 30, 2014 be approved. There being no questions, a voice vote was taken. No nays being heard, the motion carried.

CITIZENS ADVISORY COMMITTEE: Don Neptune shared that people in his community want to know how Coast RTA is going to proceed in the future and even though the majority of the CAC members have resigned, he wants to gather more members and look at meeting in August.

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MONTHLY REPORTS:

Bylaws Committee: No report

Fund Development Committee: Mr. Silverman stated that the committee met earlier and talked about how Coast could get more funding and the first thing we have to do is raise our reputation in the community; we talked about going to chamber meetings.

Planning & Development: Julie Norton-Dew began by saying there are no resolutions from Planning & Development this month; last month the resolution regarding our Long Range Plan was approved. Regarding the Transportation Task Force, because our Long Range Plan has been completed, we've dissolved the task force. Depending upon our directives, this committee may come back together at a later date.

Regarding the Intermodal Transit Center Feasibility Study, we have received a letter from SCDOT stating that \$1 million that was put with Federal Highway for that project is going to move over to FTA funds. We will be putting out a solicitation, once again, for an engineering firm to work on the feasibility study. Mr. Silverman asked, "Do you mean the \$250,000?" Ms. Norton-Dew replied that actually, it was \$1 million all together and \$250,000 was put into the current fiscal year for that study. The total planning grant was \$1 million. Mr. Loftus asked if, when the RFP is released, it will include the work to date. Ms. Norton-Dew replied that it will; and the work to date will be given over to whichever firm is ...Mr. Loftus asked if we own the work product; to which Ms. Norton-Dew replied that we do own and did receive the deliverables. This will not be an RFP, it will be an RFQ (Request for Qualification). Mr. Loftus asked if there was a board resolution authorizing the release of the RFP. (Note: Ms. Nobles researched and gave the information to Ms. Norton-Dew during the meeting) Mr. Loftus asked if the intermodal center is in our long range plan; Ms. Norton-Dew replied that it is not, it is in our short range plan. It is included in the TIP. Professor Twigg interjected that the intermodal center was on the 2010 report and was one of the higher priorities that we had. It was reported on for about two years. We started working on it and I was on that committee and the City of Myrtle Beach took it over. Stantec had the timelines and everything and then we ran into the issue with FTA versus FHWA funds. Ms. Norton-Dew stated, now that the funding will be secured with FTA dollars, we will be working with FTA directly, SCDOT will not have any involvement.

Regarding the shelter project. GSATS now has the shelters and they're working with the municipalities to get them in the ground. We have sent them the list of priority shelter locations. The City of Conway is coming on Friday to discuss shelters in Conway to see what we can do.

We've separated the shelters and the signage project; and we need signs. We have 600 locations already identified and we've done the cost analysis of the signage program and it's around \$400,000. This is for fabrication of the signs for GPS locations, poles, straps and everything else. Mr. Wilson asked if we have the money for the project. Ms. Norton-Dew continued by saying that she would like to request funding to move forward on the signage project in

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connection with the GSATS. Mr. Wilson asked if we need a resolution for this. Ms. Norton-Dew replied that now that we've talked about it, do we need a resolution? Mr. Wilson stated that if we're going to document everything, we need a resolution. Ms. Norton-Dew went on to say that we want to put out a proposal to present, I want to present to the GSATS to get funding for this project. Mr. Loftus asked if that would be in the FY2015 budget. It is not, replied Ms. Norton-Dew. A \$400,000 project would require an \$80,000 match. However, I think that this project is crucial enough, and it was not in the initial budget, which was put together in March. This may be something that we want to add on. I can put the \$80,000 aside for the match, but I don't think we should put it in the budget until those funds are secured. Normally, you get your local funds secured and then you go to your funding source and say okay, I've got \$80,000, can you help me; we want to do a \$400,000 signage program. Mr. Silverman asked if it costs \$700 to put one sign up. Ms. Norton-Dew replied, "Yes." Mr. Loftus asked who was asked about making the signs. Ms. Norton-Dew responded by saying that we made five airport signs last year, so we're using that historical data to do an estimate. He then asked who made them. The response was that Ms. Norton-Dew believed that Tyson Signs did. He then inquired if we ever asked SCDOT if they would make... Ms. Norton-Dew replied, "No." She then said that we could ask them. She went on to say that she wants to do a full turn-key sign project; let's get the funds, hand it over and they do everything. All we have to do is manage the money. I think that's the best way; we all feel we don't have the resources to do this project; however, it is a crucial need. Above everything else we're doing, the signage project is the most crucial. Discussion ensued regarding doing all 600 signs at once versus doing only half of them at one time. Ms. Norton-Dew shared that she thinks we need to do all 600 at one time.

Operations: Felicia Beaty began by reviewing the resolution regarding policy on fare increases and service reductions, which is being presented for approval. She asked Ms. Blain-Olds to go through the policy, as she wrote the policy. She began by saying that the FTA requires that we have a policy in place that speaks to how we will handle changes regarding increases in fares and any reductions in service. Your passengers and the public have no problem if the fares decrease or the service is increased. First we define major service changes as "For an existing route, an adjustment resulting in, minimally, a ten percent (10%) reduction in daily service hours and/or the current miles of a route." Also, any fare increase is considered major.

Ms. Beaty then reviewed the ridership for the month of April. Monthly ridership is up 4.7%, as we experienced an increase of 1,599 rides this year, for a total of 35,769 compared to last year's 34,107. Route 7 is our #1 performing route with 7,776 rides, or a 2.5% increase over the same time last year. Our #2 performing route is the 15S with 6,392 rides for a 4.8% decrease compared to the same time last year. Route 15N is our #3 performing route with 5,903 rides or a 2.1% increase over last year.

In regard to our summer service, due to recent events with our Horry County funding, we recommend holding off on our summer service for the time being. In order to cover our extended hours of service, we would need to hire 24 drivers and we don't want to hire people and have to turn around and let them go. Ms. D'Angelo asked if we could start charging for that. Ms. Beaty explained that this isn't just for the Entertainment Express, but all of our routes.

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Currently, we end our hours at 6:00 PM. During the summer months, we run service until 10:00 or 11:00 PM. We do have wraps on the Entertainment Express, but the cost of the wraps do not cover the cost of operating those extended hours. The question was asked as to when the contract with Broadway at the Beach for the wraps expires. It was shared that the contract has been renewed for another year. Mr. Wilson asked if there is anything in the contract regarding how we handle times when the bus (with their wrap) is down; do we reimburse them or do we extend the contract for the length of time the bus is down.

Regarding Sandy Island, Ms. Beaty mentioned that she had sent an e-mail to the board on Saturday, May 17, 2014, with a report of the meeting with the Sandy Island residents. She made a presentation to the residents and let them know what our next steps would be. We told them we would distribute surveys and when they are collected, they will be taken to Georgetown County. Also, that leadership of our board would meet with Georgetown County. Yesterday (Tuesday, May 27, 2014), Mr. Silverman, Ms. D'Angelo, Ms. Norton-Dew and Ms. Beaty met with them. (Note: Ms. Beaty distributed hard copies of the packet that was given to Georgetown County during the meeting on Tuesday.) She then deferred to Mr. Silverman and Ms. D'Angelo. Ms. Beaty then distributed copies of the employee handbook and a report on the insurance to each of the board members. Mr. Silverman shared that they met with Mr. Morant (Georgetown County Council), Mr. Hemingway (Georgetown Administrator), and Judge Pyatt. We gave numbers that were quite a bit higher than they had been given in the past. The school district doesn't seem interest in participation. They asked if we (Coast RTA) are willing to participate in this project. Ms. D'Angelo shared that they feel that we should be responsible, as we are the transit agency and she feels they want us to say no to let them off the hook. Mr. Silverman stated that they believe it is our job to redo the study, etc. They want us to do all the work and bring it back to them and they would decide if that was in their budget. Mr. Wilson asked Ms. Johnson, who is on Georgetown County Council, to share her thoughts. Ms. Johnson began by saying that from her perspective, she would not want to see this board close the door on Sandy Island. Our mission does not specify kinds of transportation; it reads, affordable and all those other items. To turn our backs on them would say that this is not a part of what we do. We say that we are responsible for public transportation in Georgetown and Horry counties; and they are a part of Georgetown County. They are citizens of Georgetown County and we shouldn't be closing the door on them; we should take that extra step, whatever that step is, until we are totally satisfied that there is absolutely nothing we can do, and I don't think we're there yet. Mr. Wilson stated that he feels we should try to get transportation for everyone in Georgetown County, just like we do in Horry County. Mr. Wilson asked Mr. Ottwell, the new board member, for his input. Mr. Ottwell feels, as Ms. Johnson, that we should not close the door on this project. The discussion continued and it was stated that the residents of Sandy Island do not want this. Ms. Beaty called everyone's attention to the packet of information that was distributed to those who attended the meeting on May 17th on Sandy Island. Beginning on page 14 of the packet, are the results of the survey which was completed by residents of Sandy Island. When asked if they use public transportation, 53% said no; 35% yes; and 12% left it blank. When asked if they support a public ferry for Sandy Island, 94% said yes and 6% left it blank. When asked how they feel about non-residents visiting the island, 82% said okay; 12% were opposed; and 6% left it blank. Ms. Beaty went on to say that for several years people have said that the residents don't want

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this; however, that is not supported by this survey. Discussion continued as to whether or not we would continue if we had a commitment from Georgetown County Council and the Georgetown County School District. Even in the meeting held on Tuesday, May 27, 2014, there was no commitment made by Georgetown County. Several board members are in favor of moving forward with the project, only if there is no financial obligation for Coast RTA. Mr. Wilson made a motion that we support the project with no financial obligation for Coast RTA. Then it was decided that there is always some financial obligation. Mr. Wilson rescinded his previous motion. After additional discussion, it was decided that the subject be tabled until the meeting in June. Ms. Johnson suggested that those who attended the meeting with Georgetown County on Tuesday and the staff attorney work together to craft a motion and bring it back to the board in June.

There was a five-minute recess.

Finance and Administration: Mr. Lazzara began by saying that he had reviewed the financials with Joe and Julie. He then turned the meeting over to Joe Ponticello. Mr. Ponticello gave a PowerPoint presentation that compared figures for this year to last year. He reviewed the Income Statement Notes (Page 35). Fare Box Recovery is 15.7% (industry standard is 18%). Mr. Ottwell asked how this compares with other agencies. Mr. Ponticello responded that according to SCDOT's annual report which shows all RTA's in South Carolina, we are right in the middle.

Ms. D'Angelo called attention to page 35, "Other Non-reimbursable Expense," everyone received a sheet of answers for the questions regarding the employee health insurance. That puts this to bed, never to be mentioned again. Mr. Ponticello shared that this will continue to be included through the June financials. Beginning with the July financials (FY2015), it will not appear.

Mr. Ponticello gave an update on the FTA Triennial Review, for which the site visit will take place July 16-18, 2014. In preparation for the site visit, two sets of documentation have already been submitted and they are in the process of reviewing all documentation submitted thus far. This review takes place every three (3) years. He reviewed the four findings from 2011.

(1) Our Certifications and Assurances were not filed on time; (2) Satisfying Continue Control which is any equipment purchased with federal funding is being used for the purpose for which it was intended – our bus fleet was the issue – our Spare Ratio was greater than their recommended Spare Ratio of 20% for anyone with over 50 vehicles. Since that time, we have disposed of numerous buses, which has reduced our fleet to less than 50 vehicles (45). (3) Maintenance – while reviewing our maintenance records, it was found that fewer than 80% of our preventive maintenance (PM's) were performed on time. We have put a procedure in place where on a monthly basis, we print out our preventive maintenance report and we've been 100% on time for the last two years. This is reported to SCDOT every month when we do our draws. (4) Drug and Alcohol program – the policy was missing certain key words and/or phrases. The reviewer allowed us to make the necessary corrections prior to the end of the review and the finding was closed out before they left. The one recommendation they had was for Safety and Security.

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They recommended that we prepare a safety policy or create a safety program. Since that time, we added a staff attorney who also handles safety. We now have a safety committee who developed a safety manual. All four findings from 2011 have been closed out and the recommendation was followed. The 2014 Triennial Review is not underway; the first set of documentation was submitted by April 25th and the second set was submitted by May 13th.

Mr. Silverman asked about the SCDOT audit. Ms. Norton-Dew stated that she hasn't heard from SCDOT since her conversation with Mr. Frate. She went on to say that just as the FTA Triennial Review is every three years, SCDOT also comes in every three years and conducts an audit, for which we are due. Also, our outside auditor comes in annually and conducts an audit. This year, we will have three audits.

Professor Twigg asked how we get this type of information to the funding agencies; how do we get it to the members of Horry County Council? Do they not see the information we send out regarding how we spend the monies. Ms. Norton-Dew replied that we send the complete financials, in addition to our check register, and our allocation for draws (our cost allocation plan and how we have drawn funds from each grant) on a monthly basis. Professor Twigg asked if all of that is sent, why we continue to get those questions from members of Horry County Council. Ms. Norton-Dew responded that per our funding agreement with Horry County, those items are sent to the Horry County finance department. Ms. Norton-Dew continued by saying that she has sent them our completed audit and our long range plan; she also meets with their finance staff and addresses the Administration Committee on a quarterly basis. We've met every requirement in the funding agreement this year. She then asked Mr. Loftus if those items get into the hands of the members of Horry County Council. Mr. Loftus response was that from the council members' perspective, their frustration is that they see Sandy Island, the shelter program, the 747 routes being done, we see buses riding empty and we ask what are you doing. He stated that it's more a policy thing than where the money goes. He went on to say that they should never see the words Sandy Island as that's a Georgetown County issue. Another thing is the salaries.

Regarding the MAP-21 update, we had a meeting attended with GSATS (Mark Hoeweler and his team) and the finance director of Brunswick County Transit, Ms. D'Angelo, Professor Twigg, and Mr. Lazzara joined us via telephone. We needed to have a meeting to understand what steps need to be taken next. We know we have to get the budget in to FTA and that needs to be done immediately. We need a split-allocation letter. Since GSATS is our designated recipient, they will draft a letter to FTA that says, "The Myrtle Beach/Socastee MPO was designated \$1,690,000. Coast RTA can apply for \$1.5 million and Brunswick Transit Agency can apply for \$91,000 through Coast RTA. We learned that GSATS reduced the total amount apportioned by a 5% administration fee. They are allowed to take up to 10%; however, they decided to take only 5%. We also needed to find out their breakout for rural and urban. Twenty-four (24%) percent of their routes will fall in the urban area. That helps us when we're starting to apply to the budget, that's information that we have to supply to FTA. In addition, according to the 9030 circular from FTA, we have to have a sub recipient agreement with their agency, similar to the agreement we have with SCDOT for our 5311 funding. So, SCDOT was on the phone and they provided us with a template, which is our contract, to use as support. We walked away from the

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meeting with follow-up questions for FTA. We want to be diligent in having all the oversight needed, as this is federal funding. After the meeting, we sent FTA a list of questions ranging from our view of Brunswick Transit's policies and procedures, whether or not their vehicles become part of our fleet, the whole gambit. The response is that we have to step into the shoes of FTA and monitor Brunswick Transit the way FTA monitors us. Earlier when we went through what the FTA Triennial requires of us, we need to establish that with Brunswick Transit. We need to go through this process with them and establish our comfort level that the policies and procedures they have in place adhere to what is required by FTA. The next step is to have a follow-up meeting (working on that schedule) with GSATS and Brunswick Transit to complete the sub recipient agreement and then get the budget into TEAM. What we can do now is enter our budget into TEAM, so that our funding is not held up; go through the review of Brunswick Transit's policies and procedures until we are comfortable with them, and then we can amend the budget for their funding amount once we have done our due diligence. It's our responsibility to make sure Brunswick Transit is doing what is required, as they've not dealt with FTA in the past.

Procurement update: we have nothing to update

Maintenance update: We are down to 45 buses (see page 46 in the board packet). We have 33 large buses, of which 15 (46%) have met their full useful life. Currently, we have six buses that have been out of service for more than 30 days. Mr. Lazzara asked about page 46 showing 51 buses; Mr. Ponticello replied that we have 45 buses (revenue vehicles) and six non-revenue vehicles.

Ms. Norton-Dew showed slides regarding what constitutes "high-risk" designation. Further, there are seven findings open from the SCDOT review in 2011. She will send a report out to the board. Some of the findings were such things as how the general manager's performance review was done; it was not completed in a timely manner. Another was our LEP (Limited English Proficiency) program which we have written a policy to address. Ms. Norton-Dew went on to say that she believes that we already have some of these things in place; however, we just have to submit them to SCDOT. She also said that she is waiting for SCDOT to confirm the seven findings. She then shared that she has a problem with the fact that in the grants awarded in the last three years, the high-risk designation was not included in the award letter. She is working with SCDOT to find out what can be done to have the designation removed.

Interim General Manager's Report: Ms. Norton-Dew reported that we have added the word "clean" to our mission statement. She then spoke about the five principles of success (teamwork; communication; problem solving and decision making; professionalism, integrity, and accountability), which all revolve around our mission statement.

I sent these out to the board on Friday, the first thing that we need to do is increase our accountability. We're going to identify the feasibility of current routes to maximize returns and increase efficiency; respond to the high-risk designation from SCDOT; undergo the FTA Triennial Review scheduled for July 16-18, 2014; have a peer review done by APTA, after the FTA and SCDOT reviews are completed this year; ensure compliance with existing internal

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controls, policies and procedures; communicate all review findings with the Board of Directors and develop an action plan to resolve.

We're going to reduce the liability to the organization. We're going to hire an independent attorney to review all contracts and procurement grants and revenues, just to make sure that all of our contracts are clean and in order. We will also hire a transit consultant to perform a safety review of all programs and projects. We are going to perform a full inventory of the organization (anything over \$5,000, except for IT equipment). We will also increase our security.

The next item is increase revenues. Facilitate a pass sale campaign to introduce new riders to the system. Market advertising, introduce DVD's to tourist-driven routes, coordinate more bus wraps and bus sign advertising and administer community support and outreach plan.

We going to review our organization chart, their fringe benefits. We will be initiating a driver comfort package to include a water bottle, dashboard fan, ice machine and new seats, to ensure that our drivers are as comfortable as they can be. We're increasing our training budget to further develop organization capability; hire two mechanics to further support the FTA recommendation of mechanic to bus ratio of 4 to 1; increase our janitorial staff to protect and maintain the facility assets.

Mr. Loftus asked if there's money in the budget for the increases mentioned in the items that Ms. Norton-Dew has shared. The additional mechanics and janitorial staff are in the budget; for the other items, there will be cuts in other areas to accommodate the changes.

In the projects that we put as a priority include completing the building renovation project, the parking lot improvements and maintenance upgrades, implement the signage program system wide, develop a technology initiative, web site upgrades, mobile website, research vehicle replacement and utility plan (lease options, purchase outright, etc.). There are new creative ways to get new vehicles and Ms. Norton-Dew will research and bring back recommendation to the board. We're also hiring a detail company to clean our buses.

That's our plan. Mr. Lazzara asked if we are going to be able to do all of these things with what's in our FY2015 budget, to which Ms. Norton-Dew responded that we will.

Mr. Silverman asked if Ms. Norton-Dew would address the airport route. The performance of the airport route was not what we had expected and we are looking at tying the airport route into another route at our current fare structure, instead of being an independent route. This would result in passengers changing buses at the transfer center, but they do that already. People that are accustomed to using public transportation think nothing of changing buses. By combining the airport shuttle with another route, public meetings are not required.

Ms. Norton-Dew has a 10-slide presentation making the case for public transit. It was decided that in the interest of time, she would send that presentation to the board and not go over it.

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APPROVAL OF RESOLUTIONS: Ms. Nobles read the following resolution into the record:

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
RESOLUTION NO. MAY2014-37**

**APPROVAL OF REVISED POLICY ON FARE INCREASES AND
SERVICE REDUCTIONS**

A motion of the Board of the Waccamaw Regional Transportation Authority authorizing the Interim General Manager/Secretary Treasurer to approve the revised Policy on Fare Increases and Service Reductions, in accordance with the requirement of DOT/FTA 49 US Chapter 53 and Circular 9030.1E.

There was a motion and a second to approve the resolution. There being no questions, a voice vote was taken. No nays being heard, the resolution carried.

BOARD RECONSTITUTION UPDATE: Mr. Silverman plans to hold a meeting (June or July) of the Horry County Legislative Delegation, Horry County Council, and Coast RTA to discuss how to proceed.

OLD BUSINESS: None

NEW BUSINESS: Mr. Lazzara said that he would like to make a comment regarding to Mr. Wilson's statement earlier. He then stated that there was no special group meeting before the release of our general manager, we never met. Mr. Wilson asked how it was formed. Mr. Lazzara responded that everybody decided on it of their own choice. Mr. Silverman said there were phone calls. Mr. Wilson said evidently that not all of the board members knew about it. Ms. D'Angelo stated that everyone had their own opinion and that Ms. Johnson was called. Mr. Wilson said they didn't have his opinion. Ms. Johnson responded to Ms. D'Angelo by saying that she did not receive a call. Mr. Wilson asked why he and Ms. Johnson were not called. Mr. Silverman replied that over time he had called Mr. Lazzara and Ms. Lillie Jean with my looking for agreement in little bits and pieces. He said he never felt she was with him on this and he never really pursued it with her. Joe, on the other hand, little by little I did tell him more what I planned to do. In your case (Mr. Wilson), I did not expect that you would be with us and I didn't.....Mr. Wilson interjected that Mr. Silverman did not know that. Mr. Silverman responded that no, he didn't know that and he made a strategic decision in an effort to accomplish what he wanted to accomplish and it was true that he did not call Mr. Wilson.

ANNOUNCEMENTS: Mr. Silverman made the announcement that the select committee finished its work in April and came out with the conclusion, which he sent out to the board. Funding for Coast RTA has made it through the first two readings of the budget. Third reading of the county budget is June 17th.

Ms. Beaty pointed out that Ericka Hill has been working on different negotiations; we have

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entered into a trade agreement with The Sun News where they will place our system map in their Summer Visitor Guide and an ad in the Kicks magazine section. She's also entered into an agreement with Wonder Works and they have posters that are inside our buses.

Mr. Silverman announced that Michelle Cantey will be leaving us after this board meeting and wished her great success.

EXECUTIVE SESSION: There was a motion and a second to go into executive session at 12:55 PM.

There was a motion and a second to come out of executive session. A voice vote was taken; no nays being heard, the board came out of executive session at 2:20 PM. There was no decision made and no vote taken in Executive Session.

ADJOURNMENT: It was properly moved and seconded that the Board adjourn. A voice vote was taken. No nays being heard, the Board was adjourned at 2:21 PM.

MAY 28, 2014