



FRED FONTANA
DIRECTOR

P.O. BOX 227, GOLDSBORO, NC 27533-0227

BRENT HEATH
CHAIRMAN

***Goldsboro-Wayne Transportation Authority
Governing Board Meeting Minutes
July 27, 2017***

The Board of Directors of Goldsboro-Wayne Transportation Authority met in regular session at 10:00 a.m. on Thursday, July 27, 2017, at the City of Goldsboro Anteroom, 214 N. Center Street, Goldsboro, North Carolina.

Members in attendance: Brent Heath, Chairman, Freeman Hardison, Jr., Vice Chairman, Bob Waller, Secretary/Treasurer, Shycole Simpson-Carter, Antonio Williams, Ray Mayo, and Ed Cromartie.

Others in attendance: Fred Fontana and LaShonda Oliver.

Approval of Meeting Minutes

The Board of Directors of Goldsboro-Wayne Transportation Authority unanimously approved the minutes of the regular meeting of June 22, 2017.

Board Elections

Upon motion of Antonio Williams and seconded by Ed Cromartie, the Board of Directors of Goldsboro-Wayne Transportation Authority unanimously appointed Freeman Hardison, Jr. as the seventh Board member.

Upon motion of Freeman Hardison, Jr. and seconded by Bob Waller, the Board of Directors of Goldsboro-Wayne Transportation Authority unanimously appointed Brent Heath as Chairman of the Board.

Upon motion of Ed Cromartie and seconded by Antonio Williams, the Board of Directors of Goldsboro-Wayne Transportation Authority unanimously appointed Freeman Hardison as Vice-Chairman of the Board.

Upon motion of Antonio Williams and seconded by Ed Cromartie, the Board of Directors of Goldsboro-Wayne Transportation Authority unanimously appointed Bob Waller as Secretary/Treasurer of the Board.

Director's Report

Financials

The profit and loss statements are unaudited and subject to change after external audit are conducted. The rural program is showing a profit of \$196,298.61. However, June showed a loss of \$3,506.20 due to an over expenditure of EDTAP funds. As discussed at previous Board meetings, the funds were used to assist Wayne Opportunity Center during the time of their relocation due to Hurricane Matthew.

The urban program shows a profit of \$24,063.25. All of this gain is in June which is a net income of \$24,411.19. The balance of the SMAP funds received from NCDOT is reported in June. Also, reported in June was \$15,000 returned to the City of Goldsboro for overmatch of FTA funds.

Annual Ridership

The ridership for both the urban and rural system was almost identical in the recently completed fiscal year as in the prior fiscal year. For FY 2016-2017, the urban bus ridership was 201,827 compared to 201,215 in FY 2015-2016. This represents a 0.3% increase. For FY2016-2017, the rural van ridership was 57,828 compared to 57,829 in FY 2015-2016. These figures are good in light of the lost service days due to Hurricane Matthew.

Google Maps

GWTA is working with NC State University Institute for Transportation Research and Engineering to implement Google Transit. Google Transit will allow anyone with access to the internet to determine what buses to take to get from anywhere in the world to a particular location in Goldsboro. It is similar to getting driving directions in Google Maps but clicking on the public transportation icon and directions for buses or rail are displayed. The County GIS Department assisted in geocoding all the bus stops. All of ITRE resources are being provided at no cost to GWTA.

Demonstration Grant Deobligation

NCDOT had approved a demonstration grant for GWTA that would have provided 50% of the cost to operate the proposed downtown circulator bus route in Mount Olive. The other 50% of the funding would have come from the town. However, town officials indicated that due to other pressing financial needs, Mount Olive would not be able to provide the 50% match for the grant. Rather than tie up more than \$50,000 in state and federal funds that would most likely not be spent, it was decided by the Director after consultation with the GWTA Board Chair to deobligate the grant.

Greyhound

Representatives from Greyhound visited the transfer center on June 13, 2017, to finalize plans to serve downtown Goldsboro. Greyhound has tentatively decided to continue to serve their current location and add a stop at the transfer center. GWTA would not be responsible for selling tickets. However,

Goldsboro-Wayne Transportation Authority
Governing Board Meeting Minutes
July 27, 2017
Page 3

Greyhound will install a ticketing kiosk outside the transfer center. Greyhound is in the process of adjusting schedules to add time for the additional stop.

Bus Shelters

Bus shelters and benches have been included in the pending FTA grant application. Once approved, GWTA will piggyback on an existing contract issued by the Piedmont Authority for Regional Transportation (PART) in Greensboro. The shelters will be purchased from Jericho Palm of Thomasville, NC. A 6' x 12' shelter with bench costs approximately \$4,700. The installation and pouring of concrete pad will cost approximately \$1,000.

Fontana met with Assistant County Manager and MRACC Director to determine location of a bus stop and shelter at the new facility. The installation and pad may be included with the contract for construction of the Farmer's Market.

Driver of Quarter

The driver of the quarter ending June 30, 2017, was Harry McClarin as the van driver and Tim McCoy as the bus driver. Harry is a full-time employee for the City of Goldsboro and has worked part time for GWTA since 2006. Tim is a full-time employee and has worked for GWTA since 2009.

Training

The monthly safety training was provided for all employees on June 25, 2017. Goldsboro Fire Department provided fire extinguisher training. During the month, the operations manager simulated accident scenarios and had vans fill up with smoke. Passengers were stuck in vehicle to add to the reality of the scenario.

Other Business

Fontana informed the board that the 6:30 p.m. route on the Purple and Blue line has been steady with approximately 12 riders per day. However, the ridership drops significantly on the 7:30 p.m. route. Fontana recommended continuing with the 6:30 p.m. route on the Purple and Blue line and to discontinue the 7:30 p.m. route. In researching comparable nearby cities, all but one finished by 7:00 p.m.

Meeting adjourned at 11:10 a.m.

Submitted by: LaShonda Oliver