

MINUTES
MEETING OF THE BOARD OF DIRECTORS
PLANNING & EXTERNAL RELATIONS COMMITTEE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

May 13, 2013

The Board of Directors Planning & External Relations Committee met on May 13, 2013 at 10:30 a.m. in the Board Room on the 6th Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

Board Members Present

Harold Buckley, Sr.
Wendy Butler, *Chair*
Frederick L. Daniels, Jr.
Jim Durrett
Roderick E. Edmond
Jannine Miller*
Adam Orkin

MARTA officials in attendance were: General Manager/ CEO Keith T. Parker, AICP; Chief Operating Officer Rich Krisak; Chief Administrative Officer Edward L. Johnson; Chief of Staff Rukiya Eaddy; Program Manager of Strategic Transformation Initiative (STI) Davis Allen; AGMs Belinda Clark (Acting), Wanda Dunham; Jonnie Keith (Acting); Miriam Lancaster (Acting), Ryland McClendon and Elizabeth O'Neill; Sr. Directors David Springstead and Donald Williams; Directors John Crocker, Ferdinand Risco and Carol Smith; Managers Arnold Campbell and Robert H. Thomas; Executive Manager to the Board Rebbie Ellis-Taylor; Manager, Executive Office Administration Tyrene L. Huff; Finance Administrative Analyst Tracy Kincaid. Others in attendance Connie Johnson-Sideeq, Jason Morgan, Anthony Pines, Francisco Quinonas, Srinath Remala, Janide Sidifall, Tuan Vo, Dansby Wade, Jason Ward and Tameka Wimberly.

Also in attendance Charles Pursley, Jr. of Pursley, Friese Torgrimson, LLP; Brian Walker of Georgia General Assembly; Keli Hemp of HNTB; Tate Granvel of Invest Atlanta; Pam Alexander of LTK Engineering; Matt Pollack and Larry Prescott of MATC; Rod Mullice of NGKF.

* Jannine Miller is Executive Director of the Georgia Regional Transportation Authority (GRTA) and is therefore a non-voting member of the MARTA Board of Directors.

Approval of the April 22, 2013 Planning & External Relations Committee Meeting Minutes

On motion by Mr. Buckley seconded by Mr. Orkin, the minutes were unanimously approved by a vote of 4 to 0, with 5 members present.

Mr. Durrett abstained.

Briefing – I-20 East Transit Initiative

Ms. Sidifall briefed the Committee on the progress and status of the I-20 East Transit Initiative.

Project Status

- MARTA Board of Directors adopted the Locally Preferred Alternative (LPA) in April 2012
- Initiated Environmental Review Process
 - Notice of Intent (NOI) published August 28, 2012
 - Scoping process through October 15, 2012
 - Held three public scoping meetings (September 10, 11 and 13)
 - Held two agency scoping meetings (September 25 and 26)
 - Technical studies being conducted to evaluate potential impacts and benefits to the social, natural, cultural and physical environment

Adopted Locally Preferred Alternative (LPA)

- Result of a two-year Detailed Corridor Analysis (DCA) which evaluated a broad range of transit alternatives for the I-20 East Corridor
- Two Components:
 - 12-mile extension of existing MARTA Heavy Rail Transit (HRT) from Indian Creek Station to the Mall at Stonecrest in eastern DeKalb County
 - 12.8 miles of new Bus Rapid Transit (BRT) in HOV lane and general-use lanes from Five Points Station to Wesley Chapel Road

Environmental Review Process

- With a LPA selected from the DCA, the I-20 East Transit Initiative is proceeding into environmental studies per FTA process
- The National Environmental Policy Act (NEPA) of 1969 requires full consideration of the environmental effects for any project that receives federal funding
- HRT Component of LPA – Environmental Impact Statement (EIS)
 - EIS is required for the new construction or extension of fixed rail transit facilities
 - EIS is required for any major federal action that may significantly affect the environment
 - Results in a Record of Decision (ROD)
- BRT Component of LPA – Environmental Assessment (EA)
 - EA is used to determine if an EIS is necessary
 - If there is no significant effects to the environment, a Finding of No Significant Impact (FONSI) results
- EIS and EA to be conducted concurrently
 1. Notice of Intent
 2. Scoping
 3. Technical Studies
 4. Publication of Draft Environmental Assessment/Publication of Draft Environmental Impact Statement (DEIS)
 5. Public Hearing
 6. FONSI (Finding of No Significant Impact)/Final Environmental Impact Statement (FEIS)
 7. Record of Decision (ROD)
- Environmental Review Studies include:
 - Wetlands, Streams, other waters of the U.S.
 - Wildlife and Habitat
 - History/Archaeology
 - Parks and Recreation Areas
 - Noise and Vibration/Energy

- Air/Water Quality
- Construction Impacts
- Transportation
- Neighborhoods
- Land Use/Economic Impacts
- Community Facilities
- Safety and Security
- Visual and Aesthetic
- Environmental Justice
- Refinements to LPA
 - Refinements to HRT Component
 - Alignment changed from primarily aerial to subsurface alignment as well
 - Alignment changed per input from GDOT
 - Covington Highway Station location changes, alignment shifted to west side of I-285 to encourage redevelopment around station per DeKalb County input
 - Refinements to BRT Component
 - HOV interchanges at Gresham Road and Candler Road stations better defined per input from GDOT
 - BRT station at Moreland Avenue added
 - Routing into downtown Atlanta determined
 - Ridership modeling updated to reflect LPA and new 2040 model:
 - Projected Daily Boardings – 28,700 (Adopted LPA), 54,514 (Refined LPA)
 - Projected New Daily Transit Riders – 6,400 (Adopted LPA), 21,406 (Refined LPA)
 - Project Cost estimates updated to reflect refined LPA:
 - Capital Costs: \$1,929.6M (Adopted LPA), \$1,859.6M (Refined LPA)
 - Right-of-Way Costs: \$110.4M (Adopted LPA), \$112.8M (Refined LPA)

- Total Project Cost: \$2,040M (Adopted LPA), \$1,972.5M (Refined LPA)
- O&M Costs (Annual): \$18M (Adopted LPA), \$18M (Refined LPA)

Year of Expenditure (YOE) Cost Comparison

- 2013 (Base Year)
 - HRT - \$1,852M
 - BRT - \$120M
 - Combined - \$1,972M
- 2025
 - HRT - \$2,732M
 - BRT - \$168M
 - Combined - \$2,900M
- 2030
 - HRT - \$3,288M
 - BRT - \$203M
 - Combined - \$3,491M
- 2035
 - HRT - \$3,961M
 - BRT - \$241M
 - Combined - \$4,157M
- 2040
 - HRT - \$4,653M
 - BRT - \$284M
 - Combined - \$4,937M

Feasibility of Upgrades to LPA BRT Component

- At the direction of the MARTA Board, an independent Feasibility Assessment of Upgrades to the BRT Component of the LPA was initiated August 2012 and was completed December 2012
- Two Phased Assessment:

- Phase 1 – review of previous work to determine if any new alignments should be considered to allow for fixed guideway transit operations in the I-20 corridor
- Phase 2 – assess implementation of any new alignments and examine the potential for upgrades to current BRT LPA alignment to improve mobility and accessibility including the feasibility of converting the LPA BRT alignment to LRT operations
- Phase 1 Completed in September 2012
 - No feasible new alignments were identified
- Phase 2 Completed in December 2012
 - Possible to convert the BRT component to LRT operations but not without significant impacts to traffic, physical environment, historic/cultural resources, neighborhoods and surrounding community
 - Cost implications are also significant – adding about \$1.3B to Capital costs and \$7.4M annually to O&M costs

Mr. Buckley said individuals supporting LRT were dissatisfied with BRT. MARTA was to conduct a special study on what it would take to upgrade the mode from BRT to LRT. He asked if there is a report showing that.

Ms. Sidifall said yes; copies were given to the Board and DeKalb County.

Mr. Buckley said the current alignment was not studied.

Ms. Sidifall said staff, per the resolution, first looked at all alternatives and reexamined previous lines and then determined what was most feasible.

Mr. Daniels said the resolution was to analyze the initial analysis. Staff looked at each opportunity. It is beyond the Board's scope to ask staff to look at just one alternative.

Mr. Buckley said that was during the Alternatives Analysis. If there is to be an upgrade staff has to look at the alignment that was approved in the LPA.

Mr. Daniels said staff has to examine all corridors and come back with a recommendation.

Ms. Sidifall said it is within the same alignment – just various areas within it.

Mr. Durrett said it is his understanding that staff did what the Board asked. MARTA will spend more money if the mode is upgraded. He said his satisfied with the findings and recommendations.

Mrs. Butler said she also believes that staff has done what the Board requested. She added that economic development is not MARTA's number one priority.

Dr. Edmond asked what were the communications with the railroads – if they allow MARTA access it will lessen the environmental impact. He asked that staff thoroughly investigate the possibility of using existing rail.

Mr. Buckley said he does not agree with what was brought forward. He said it was not what the Board requested. He asked that staff come back before the Committee for discussion at a later time.

Mr. Parker said staff would come back to the Committee in two months with more options on how to move forward on the project.

Briefing –2009 Offset Project Update

Mrs. Johnson-Sideeq provided the Committee a year-end update on the ARC/MARTA Offset Program which was adopted by the MARTA Board of Directors in May 2009.

- On May 27, 2009, the MARTA Board adopted the Resolution Acknowledging and Approving the Allocation by the Atlanta Regional Commission (ARC) of \$25M in American Recovery and Reinvestment Act (ARRA) Funds to MARTA to be used for Preventive Maintenance
- The one-time swap of ARRA funds for MARTA local Capital funds prevented major transit service reduction in the FY10 MARTA Budget
- ARC developed a formula for distribution of the \$25M among the jurisdiction as follows:
 - DeKalb County - \$8,250,000 – includes 25 transit-related access improvement projects in Chamblee, Decatur, Dunwoody, Doraville, Pine Lake and Stone Mountain

- Fulton County - \$8,250,000 – includes 23 transit-related access improvement projects in Alpharetta, John’s Creek, Milton, Union City , College Park, East Point, Fairburn, Hapeville, Roswell and Sandy Springs
 - North Fulton County - \$6,250,000
 - South Fulton County - \$2,000,000
- City of Atlanta - \$8,500,000 – project includes ADA ramps and pedestrian access improvements throughout the City
- Examples of completed projects include:
 - 25 bus shelters in Hapeville
 - Sidewalks in Doraville
 - Sidewalks and bus stops with seats in Roswell
 - Streetscapes in Stone Mountain
 - ADA ramps in City of Atlanta

Mrs. Butler said is there a timeline for when the funds must be spent.

Mrs. Johnson-Sideeq said it has been extended.

Mr. Daniels asked has the timeline for project completion been set.

Mrs. Johnson-Sideeq said not at this time.

Dr. Crocker said staff will come back to the Committee with answers.

Mr. Daniels said he would like to see a realistic timeframe so there will be accountability.

Mrs. Butler said MARTA has the funds so they cannot lose them.

Mrs. Johnson-Sideeq said that is correct.

Briefing – Memorial Drive Bus Rapid Transit (BRT)

Mr. Williams briefed the Committee on the progress and status of the Memorial Drive Bus Rapid Transit (BRT) Service.

Background

- BRT demonstration project designed to improve customers' commute time by shortening trip lengths and improving On-Time Performance (OTP)
- Service utilizes three BRT techniques to improve performance:
 - Transit Signal Prioritization (TSP)
 - Bus-Only "Queue-Jumper" Lanes
 - Limited Stops
- Project funded by FTA grants – included three years of (CMAQ) operating funds

Memorial Drive BRT Profile

- Service operates ten-minute headways during weekday morning (5am-9am) and evening (3pm-7pm) peak periods only
- Routes connect to the Kensington Rail Station on MARTA's Blue (East-West) Line
- Service uses standard MARTA buses but is uniquely branded – "Q-Limited" and "Q-Express" - and uses unique stop markings, enhanced bus shelters and special equipment to utilize signal priority and queue-jumpers
- Local Route 121 continues to operate in the corridor for local transit access
- Most riders are transit dependent and are using service for work, school and personal business

Summary of Findings

- Both "Q" routes are underperforming in terms of ridership compared to Route 121 which continues to have high ridership in spite of the introduction of the "Q" routes
- Only Route 521 "Q-Express" is meeting or exceeding the OTP target
- OTP has improved for Route 520 "Q-Limited" and Route 121 from December 2010 through April 2012
- Federal CMAQ funding will be discontinued effective September 30, 2013
- Funding for both Q routes has been included in the FY 2014 Budget request

- Given modest performance and funding challenges, a decision needs to be made on whether to continue the current level of service or make adjustments

Options to Consider

- Option 1: Elimination of Route 521 "Q-Express" service and utilize those resources to improve the service frequency of local Route 121 to be complimentary with Route 520: "Q-Limited" during peak periods; maintain the current service being provided by Route 121 during off-peak and evening hours; rebrand and restructure "Q-Limited" as Route 121 Limited
 - Pros
 - Improves local service which continues to have high ridership from 15-minute headways to 12-minute headways
 - Reduces congestion currently being experienced at Kensington Station
 - Allows MARTA to maintain the most productive of the Q services which continues to offer an alternative in the corridor
 - Improves service on Route 121 to non Q stops
 - Reduces annual Operating Costs from \$1.18M to \$1.10M
 - Cons
 - Loss of Capital Investment in Route 521
- Option 2: Elimination of Routes 520 and 521 "Q-services" and restore Route 121 to a service frequency that will allow for increase in ridership (10-minute headways)
 - Pros
 - Improves service on the most utilized route in the service area
 - Buses equipped with the TSP equipment could be used on Route 121
 - Reduces annual Operating Costs from \$1.18M to \$725,000
 - Cons
 - Loss of Capital Investment in Routes 520 and 521

- Longer trip times and fewer choices in the service area

Recommendation

- Option 1: Elimination of Route 521 "Q-Express" services and utilize those resources to improve the service frequency of local Route 121 to be complimentary with Route 520: "Q-Limited" during peak periods
- Maintain the current service being provided by Route 121 during off-peak and evening hours
- Rebrand and restructure "Q-Limited" as Route 121 Limited

Next Steps

- Request Committee approval to hold Public Hearings
- Hold Public Hearings in June
- Request MARTA Board approval of service changes
- Implement service changes effective August 2013

Mr. Durrett said CMAQ is going away this fall. He asked what resources will be directed to the 121 Limited.

Mr. Williams said it is the FY 2014 budget.

Mr. Durrett asked what has the Authority learned from this experience.

Mr. Williams said the lesson in this is MARTA needs to look at various characteristics not only ridership.

Mr. Daniels asked is it better to have a dedicated lane.

Mr. Williams said true BRT is a dedicated lane. Route 121 started in 60 percent range and is meeting On-Time Performance today.

Dr. Edmond asked what is MARTA's overall understanding.

Mr. Williams said initially service was not advertised as effectively as it could have been. MARTA would need to implement a campaign to better inform riders.

Request to Hold Public Hearings for the August 24, 2013 Mark-Up

Mr. Williams presented this request for Board of Directors' approval to conduct a Public Hearing on route modifications for the following routes:

- Route 520 – Memorial Drive “Q-Limited”
- Route 521 – Memorial Drive “Q-Express”
- Route 121 – Stone Mountain/Memorial Drive

The MARTA Act and the MARTA Service Standards require public input and consideration before bus route modifications are approved by the Board for implementation. The Public Hearing will be conducted in June 2013. Following Public Hearing and Board approval, the route modifications will be implemented on August 24, 2013.

On motion by Mr. Durrett seconded by Mr. Buckley, the request was unanimously approved by a vote of 6 to 0, with 7* members present.

Briefing – FY13, 2nd Quarter Ridership Highlights

Mr. Thomas briefed the Committee on FY13, 2nd Quarter Ridership Highlights.

- 2QFY13 Ridership – Unlinked Trips versus 2QFY12
 - Down by 2.3%
- 2QFY13 Ridership Averages by Day Type – All Modes versus 2QFY12
 - Average Weekday: -2.9%
 - Average Saturday: -1.3%
 - Average Sunday: -1.8%
 - Decline in rail riders (3%) was slightly greater than bus (1.5%)
 - Special Event Ridership increased 10.5% from 2QFY12 to 2QFY13
 - Ridership on closest weekdays to Christmas was 3.8% lower than last year

Recent Ridership Trends by Fare Payment Method

- Percentage of Passenger Boardings July 2008 – September 2009

- Time Pass – 62.90%
- Stored Value/Cash – 16.22%
- Stored Trip/Token – 20.88%
- Percentage of Passenger Boardings October 2011 – December 2012
 - Time Pass – 50.11%
 - Stored Value/Cash – 24.55%
 - Stored Trip/Token – 25.33%

Stations with Top Increases/Decreases in Ridership – 2nd, Qtr. FY13 vs. FY12

- Stations increase in Ridership
 - Vine City: +9.3%
 - Dome/GWCC: +8.7%
 - Civic Center: +6.3%
 - Buckhead: +6.1%
 - Lakewood: +3.4%
 - Medical Center: +2.2%
- Stations decrease in Ridership
 - Bankhead: -13.3%
 - North Avenue: -6.9%
 - Ashby Street: 6.5%
 - Avondale: -5.0%
 - Decatur: -4.8%
 - Georgia State: -4.4%

Bus Routes with Top Increases/Decreases in Ridership – 2nd, Qtr. FY13 vs. FY12

- Routes increase in Ridership
 - 170 Brownlee: +21.9%
 - 99 Boulevard: +14.2%
 - 148 Riveredge Pkwy: +11.6%
 - 84 Camp Creek Pkwy: +10.5%
 - 186 Rainbow: +10.4%
 - 47 I-85 Access: +10.2%
 - 53 Skipper: +8.8%
 - 30 LaVista: +8.0%
- Routes decrease in Ridership
 - 37 DeFours Ferry: -38.2%

- 4 Thomasville: -24.0%
- 155 Windsor: 17.5%
- 36 N. Decatur: -14.0%
- 111 Snapfinger Woods: -11.5%
- 86 McAfee: -10.0%
- 3 MLK: -9.5%
- 26 Perry Blvd: -9.5%

Conversion of Ridership to Persons Using MARTA – FY12

- 123K individuals use MARTA on an average weekday
 - Average weekday boardings decreased 8% from FY11
 - No appreciable change in the number of persons using MARTA on a given weekday – slight increase from 122,900 to 123,400
 - Average number of boardings each person made on a weekday decreased from 3.65 to 3.37
- Compared to FY11 on an average weekday
 - FY12 Rail only Ridership increase 22% - from 23,700 to 29,000
 - Bus and Rail together decreased 5% - from 96,200 to 91,500
- Although about 123,000 individuals use MARTA on an average weekday, many more people use MARTA over an extended period of time
 - 1,154,532 different Breeze cards were used during the 2nd quarter of FY13
 - Recent research indicates the average MARTA patron has 1.8 Breeze cards to use but on average 1.2 MARTA patrons use a Breeze card
 - Taking both factors into consideration, 775,000 different persons used MARTA during 2QFY13
 - Does not consider:
 - Riders who use MARTA without using Breeze media
 - Customers who use a Breeze card, discard it, and then later in the quarter acquire and use a different Breeze card
 - Further research will be conducted in FY14 to determine the impacts of these other possible factors

Mr. Daniels asked why did ridership at Civic Center Station increase.

Mr. Thomas said it is likely due to it being a Megabus stop location. Additionally, it is close proximity to an Emory University Healthcare Facility and there is construction in the area.

Ms. Miller commended staff on the presentation. She said this gives the Board a good view on ridership. She asked how much of the data was enabled by the Breeze system.

Mr. Thomas said virtually all of the data comes from Breeze.

Ms. Miller said it would be helpful to see the marrying-up of ridership and revenue.

Mr. Daniels asked why does MARTA seem to be going against the trend with decreased ridership.

Mr. Parker said of all of MARTA's issues this may be most daunting. Some level of service does needs to be restored. The Board will be seeing a very concerted effort from staff soon.

Mrs. Butler asked staff, as a part of the ridership initiative, to look at how many riders may come from TOD.

Mr. Parker said TOD builds in Ridership so it will be a big part of MARTA's future.

Briefing – Connect 400 Alternatives Analysis Update

Mr. Morgan briefed the Committee on the progress and status of the Connect 400 (GA 400) Alternatives Analysis (AA) being conducted by MARTA.

Purpose & Importance of Study

- Evaluate feasibility of increased transit service
- Identify potential for high-capacity transit project implementation

Differentiation Between Past Studies

- Assess land development over past decade
- Consider demographic changes in study area
- Advance planning process from previous studies

Connect 400 Alternative Analysis Schedule

- **Discovery – Winter 2011**
 - **Goals and Objectives**
 - **Purpose and Need**
 - **Existing Conditions**
- **Discussion – Spring 2012**
 - **Evaluation Methodology**
 - **Definition of Alternatives**
 - **Refine Ridership Model**
- **Development – Summer/Winter 2012**
 - **Evaluation of Alternatives**
 - **Identify Locally Preferred Alternative**
 - **Develop Financial Plan**
 - **Financial Plan to be developed during Project Development stage per FTA MAP-21 guidance**
 - **Develop Implementation Plan**
- **Documentation – Spring 2013**
 - **Final Alternatives Analysis Report**

The AA involves a multi-layered screening process which is designed to compare a broad set of alternatives against a set of agreed upon assessment criteria. Each screen is designed to eliminate alternatives that do not meet criteria which will ultimately aid the project team, decision makers and community in identifying the best high-capacity transit option for the study area.

- **Fatal Flaw Analysis considers at a high level:**
 - **Purpose & Need**
 - **Constructability and Right-of-Way impacts**
 - **Generalized Technology Assessment**
- **Screen 1 applies both quantitative and qualitative evaluation criteria to reduce the number of alternatives**
 - **Smaller set of alternatives advance into Screen 2**
- **Screen 2 involves a more in-depth analysis using additional performance measures**

- Screen 2 identifies the LPA which is presented to MARTA Board for adoption

Stakeholder and Community Outreach

- Stakeholder Interviews
 - Approximately 30 interviews
 - February to April 2012
 - Staff and Local Officials throughout study area
- Public Meetings
 - January 22, 2012; May 22, 2012; March 21, 2013
 - Minority and Non-English Speaking Leadership Meeting – December 13, 2011
 - North Fulton Chamber of Commerce Breakfast Forum – August 30, 2012
- Technical Advisory Committee
 - December 13, 2011; February 28, 2012; October 25, 2012 (on-line)
 - Reviews process and provides guidance on screening methodology
- Project Steering Committee
 - January 18, 2012; March 22, 2012; November 14, 2012; February 26, 2013
 - Provides guidance on local policies and broader community concerns
- Holiday/Winter Survey
 - 136 Respondents
 - Preference towards Heavy Rail Extension
 - December 12, 2012 to January 17, 2013

Screen 1 and Outreach Summary

- Methodology/Assumptions
 - Qualitative and quantitative analysis
 - Performance measures based on Purpose and Need, Goals and Objectives

- Station-related measures normalized for number of stations
- Results
 - Alignments should be limited to be adjacent to or within GA 400 Right-of-Way
 - Fewer potential community and environmental impacts
 - More population and employment access per station
 - East/West feeder connections are needed to relieve arterials

Alternatives for Screen 2 – GA 400 -1 (A)

- Alignment
 - 11.9 miles to 12.7 miles long
 - North Springs Station – Windward via GA 400
- Transit Technology
 - Bus Rapid Transit
 - Light Rail/Streetcar
 - Heavy Rail
- Potential Stations
 - Northridge
 - Holcomb Bridge
 - Mansell Road
 - North Point
 - Old Milton
 - Windward Parkway

Next Steps

- Complete Screen 2 Analysis
- Ridership Forecast for each Alternative
- Next Project Steering Committee – May 9, 2013
- Next Public Meeting – June 2013
- Meetings with City Councils
- Formulate Recommended Alternative – June 2013
- Present Recommended Alternative to the MARTA Board Planning & External Relations Committee – July 2013

Other Matters

Dr. Edmond asked that staff take a second look at Invest Atlanta and work to get the Intergovernmental Agreement back on the Committee's agenda.

Mr. Parker said the item is on the Work Session agenda.

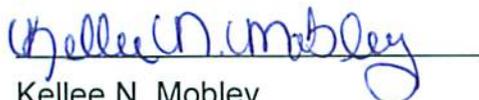
Mrs. McClendon announced the following upcoming events:

- Public Hearings for Proposed Fiscal Year 2014 Operating & Capital Budgets
 - Tuesday, May 14, 2013
 - Maloof Auditorium
 - North Fulton Service Center
 - Thursday, May 16, 2013
 - Adamsville Recreation Center
 - MARTA Headquarters
- DeKalb Jurisdictional Briefing – Tuesday, May 21, 2013

Adjournment

The Planning & External Relations Committee meeting adjourned at 12:15 p.m.

Respectfully submitted,



Kellee N. Mobley
Senior Executive Administrator to the Board