

CHATHAM AREA TRANSIT
AUTHORITY

BOARD MEETING

OF

April 11, 2008

9:42 A.M.

Mr. Rivers – Good morning. Thank yall for advancing us. I have to get down to Jacksonville to go to Texas to go to a funeral. That is why I asked that we be moved up, thank you.

Chairman Liakakis: I call the Chatham Area Transit Authority to order and we will begin the agenda.

Mr. Farrell – I would like to make a motion that we add

Mr. Kicklighter – She needs to be roll call

Mr. Farrell – oh okay

Ms. Krahling – Chairman Liakakis

Chairman Liakakis – here

Ms. Krahling – Dr. Thomas is out

Ms. Krahling - Ms. Stone

Ms. Stone - Present

Ms. Krahling – Mr. Holmes

Mr. Holmes – here

Ms. Krahling – Mr. Shay is out

Ms. Krahling – Mr. Farrell

Mr. Farrell - here

Ms. Krahling – Mr. Odell

Mr. Odell - here

Ms. Krahling – Mr. Gellatly

Mr. Gellatly – here

Ms. Krahling – Mr. Kicklighter

Mr. Kicklighter – Here

Ms. Krahling – Ms. Bell will be out today due to health, Mr. Dawson

Mr. Dawson – Here

Ms. Krahling – Mr. Oakley

Mr. Oakley – here

Ms. Krahling – Mr. Broker

Mr. Broker - here

Also present at the meeting was Joe M. Rivers, M. Tyus Butler and Gennetta M. Krahling

Chairman Liakakis – okay, go ahead and make that motion now.

Mr. Farrell - I would like that we make a motion to add an item on agenda to discuss the questionable boundaries on a property on Laroach and Jasmine Avenue

Mr. Kicklighter – second

Chairman Liakakis – We have a motion on the floor to add that to the CAT agenda. All in favor signify by raising your hand. Motion passes

Mr. Odell – Let the record reflect, I voted against it.

Chairman Liakakis – We have an item on here the approval of the minutes of the meeting that we had for the Authority on March 7th. All of those minutes have been distributed to all of the members of the CAT Board. We need a motion on the floor for approval.

Ms. Stone – so moved Mr. Chairman

Mr. Farrell - second

Chairman Liakakis – we have a motion on the floor and a second any discussion.

Mr. Kicklighter – I wasn't at the meeting so I will not vote on this.

Chairman Liakakis – okay, all in favor signify by raising your hand, motion passes. Item four new business. Presentation to board of FY2007 independent auditors report, the external auditor will be present, Joe

Mr. Rivers – You have we sent that audit pack out to you tried to get it out to you as early as possible so that you could review it if there are any questions relative to that then we will be able to entertain them by having the auditor here present.

Mr. Duncan – Morning

Chairman Liakakis - morning

Mr. Rivers – go ahead and present your findings

Mr. Duncan – sure

Chairman Liakakis – identify yourself for the record please

Mr. Duncan – My name is Ken Duncan with Daniel and Duncan. I guess I will go through the audit results. We issue an unqualified opinion on the audit. We had one significant deficiency in the internal control of the financial reporting I will go through that deficiency with you. It is related to payroll. We found that there are no procedures in place to monitor changes to the payroll master file. We made some recommendations to help somebody monitor that procedure. And the as far as the audit of federal awards, we had no qualified opinion on that and we had no significant deficiencies to that audit. Any questions?

Chairman Liakakis – All the authority members were distributed that particular audit report Helen

Ms. Stone – Mr. Chairman I have a couple of concerns and just reading through this audit

Chairman Liakakis – pull the microphone a little closer please.

Ms. Stone – Im sorry, in possibly these should be, not sure whether if these should be directed to you Mr. Duncan or Mr. Rivers. The Federal grant revenue, the decrease in that of 2.5 million is there any hope of getting any of that, do you know?

Mr. Rivers – We have some grant monies that is there. We hope to try to pull some of that off table within next sixty days we just went through online training with staff on yesterday for TEAM submission on grants we will be in Atlanta next week on the 15th to complete that workshop and applying and dealing with the grants. We will also meet with Georgia DOT on the 29th to be able to go in and extract money we have on the table

Ms. Stone – 2.5 million dollars really concerns me. That combined with the passenger fairs down between 2006/2007. I just want to make sure that we can in fact do what we need to do in order to keep this operating.

Mr. Rivers – I will be able to within the next sixty days to give you a good picture of where we are at and where we will be going

Ms. Stone – Thank you Mr. Chairman, those were my concerns.

Chairman Liakakis – Joe, why don't you explain some of the activity that is going on where the lobbying is done and contacts are being made to see about additional funding for our CAT.

Mr. Rivers – okay, I think I got a call from Representative Barrow maybe about two weeks ago Friday and he told me that we have the request I put in for the 3.2 billion is in. Earmarks are going to be difficult and we do not know if we are going to be able to ascertain that or not but he will be in there fighting to make sure we can get our share of the money. He things that is happening are relative to they are all futuristic in a sense with an exception of the earmark. We have funds that are within FTA now that is within the federal registry and we have to go through a process and that is what we are about to do we are going through that process and within the next 60 days we should know where we are at how much to expect of that 2.5 million. It is a little more than that Ms. Stone but

Chairman Liakakis – any other questions? Thank you very much for the report. Next item, Request board approval of CAT's 2008-2012 Transportation Development Plan, Joe

Mr. Rivers – Okay that plan was presented to the board they came in and presented that plan, I think we sent that plan out to everybody and relatively something's are there that we are looking at changing one was fares, one was fares for Teleride but we are taking all that under consideration. Are there any questions on what you got relative to that report.

Chairman Liakakis – Wayne

Mr. Dawson – Joe, there were some recommendations to change the routes. Do we have to hold a public hearing to route changes or route deviations?

Mr. Rivers – on the fixed routes or on a

Mr. Dawson – yeah

Mr. Rivers – on fixed routes they had just a scheduling change on that. We might of changed one or two routes but we are looking like we are going back to change those routes back. I don't know, we are having some complications there with the union and coming to an agreement of exact changes so we are still graveling with that.

Mr. Dawson – I just wanted to make sure that if we are complying with the federal regs that we hold a public hearing. The significant change in the routes so if we do decide to move forward with that.

Mr. Rivers - okay

Chairman Liakakis – What are the requirements on that Ty?

Mr. Butler – You don't have to have a public hearing for minor changes in the routes, if there is a major change then you do have to do that that change in fares you have to have the public hearing but not for minor changes or scheduling changes

Chairman Liakakis – okay we need a motion on the floor to approve the Transportation Development Plan.

Mr. Odell – move for approval

Ms. Stone – Second

Chairman Liakakis – We have a motion on the floor and a second to approve the Development plan. All in favor signify by raising your hand. Motion passes. Item three, request Board approval to award a \$90,000 contract to DeJong & Lebet, Inc., to perform a partial design of a 67-foot 149 passenger ferry vessel for the Savannah Belles Ferry System. Joe

Mr. Rivers – okay Mr. Chairman, the first part of that work was done and yall okayed that and moving to the second phase now. The committee met. The committee, myself Pat Monahan, Tyrone James which is the Director of Ferries and also one of the captains of the ferries. We had Dejong in and we looked over everything that they wanted as far as noise, as far as air conditioning. We just went over totally everything. Went over what is to be added into the design as far as the propulsion system ect. Now we are at the second phase where we are going to get the rest of the design in and priced out and then go to the yards and let them find out what it would cost

Mr. Odell – I move for approval Mr. Chairman

Mr. Farrell – second

Chairman Liakakis – we have a second

Mr. Kicklighter – comment

Chairman Liakakis – Dean

Mr. Kicklighter – Mr. Chairman I stated back when we took over this service that I thought it was kind of ridiculous that we paid the money back years ago for the boats that we paid this kind of money design that were so out here pretty much wound up being disasters. I think this again is that this is just an example of large government \$90,000 to design a boat. I mean my gosh if that is your personal money I mean personal money I think we can find a boat out there that is already built that will work. I mean that it is just a lot of money is all I can say.

Mr. Rivers – Commissioner Kicklighter. I would understand that if that was your money I would be a little conservative too. But we are doing this in conjunction with Trade Center. We actually contract and deliver the service. And they have approved already.

Mr. Kicklighter – So it is the Trade Center's money?

Mr. Rivers – The Trade Center has an earmark coming from congress that is going to do it.

Mr. Kicklighter – So congress is paying for it?

Mr. Rivers – Virtually with the exception with whatever the trade center has to

Mr. Kicklighter – with my income tax dollars probably you could say pays for it?

Mr. Rivers – all of it

Mr. Kicklighter – to give money back to the different areas, it is a waste of tax payers dollars.

Chairman Liakakis – Joe is 149 capacity is that large enough because hopefully the trade center is going to have a lot more conventions and the problem has been with those two boats that have been used in the past of course they we have had a lot of problems going into the design and all but is 149 to be able to help to move those passengers from one side of the river to the other

Mr. Rivers – As far as I know, yes Mr. Chairman they have a third boat that they can always bring into service but what you will be operating with is three boats plus the other boat

Mr. Butler – Mr. Chairman, 149 is the absolute top limit of subclass T Ferries. If you move to 150 then you move into a whole new set of regulations that you are subject to that you are not of you are 149 or less.

Chairman Liakakis – and the design people understand that we want a ferry boat that is quiet and has got a sufficient amount of power so we don't have the problems that have with these other boats

Mr. Rivers – they understand that Mr. Chairman

Chairman Liakakis – is there something written into the contract about that Ty

Mr. Butler – we are going put an addendum on that covers the size, the noise or the capacity of the noise and the speed. There is going to be an addendum that is attached to this and it is going to be incorporated into it.

Chairman Liakakis – Wayne

Mr. Dawson – I understand Commissioner Kicklighter's concerns. But at the same time these are not stock items that you go buy off a shelf. We want to make sure that these are designed specifically for us and we hear complaints down on River Street that they are too loud, too slow, too small but I think it is very important that we get the type of item that we need.

Mr. Kicklighter – I just punched in out of curiosity at that moment used boats used ferry boats and immediately I have got over 15 pages full of used vessels just popped right up and with a little bit of research we could save people's tax dollars. I have said it before and this board voted to spend the money and here we are a few years later doing it again. Sometimes designing something when you don't really know what you are designing is the best thing when you may just be able to jump on one and ride it and see how it sounds good but that is one part of what we are missing in this country is a little bit of common sense when it comes to spending tax dollars.

Mr. Rivers – you know would be real easy if we would get Mr. Chairman a committee from this board to go through with design just like we did when Norman and Lebet came in we looked at an told him everything that we required of him. If from here going forward if we could have at least two or three members interested in knowing what the cost is. Because you see we are changing drives in order to help the noise and those things have to come in from Germany, and they cost twice as much probably what we did before on these drives. I would say give me at least four people that are interested and they can sit down with us and look over those boats as we go through the process.

Mr. Kicklighter – Joe, what did the boats cost us last time?

Mr. Rivers – I do not remember off hand but I will get that for you.

Chairman Liakakis – Helen

Ms. Stone – I don't have anything

Chairman Liakakis – okay, Wayne

Mr. Dawson – Just to finish up and I would be willing to serve on that I mean we tried the idea of just buying one off the shelf in terms of that old boat we have which we need to put out of service and having to almost been dropped into the river to get on that boat I have a specific interest to make sure that these boats are accessible so I will be more than happy to be on that committee.

Chairman Liakakis – Harris

Mr. Odell – you need two people to serve on the committee?

Mr. Rivers – at least a couple

Mr. Odell – Wayne is willing to serve and I think Dean would love to and he will bring his computer

Mr. Kicklighter – okay, we will go find us a boat for a good price

Mr. Odell – so I think we move beyond that

Mr. Rivers – we are already in the process. I think you have already spent \$50,000 and if we spend another \$90,000 and talking about a used boat, that is and I do not want to get into that and you see getting a used boat can cause a whole lot of problems too. I have sailed on boats and I have sailed in engine rooms so I know what those engines and stuff will cost you in repairs and dry dock and all that. So you get into that you need to try and figure the cost of what you are trying to do to repair. Maybe we can use that vessel we are pulling out of service and look at how much it will cost us and why we are pulling it.

Mr. Odell - Joe

Mr. Kicklighter – we don't all drive new cars around but that is because it makes sense to buy a used one. The same thing it is not the government money and it makes sense to buy a used one.

Mr. Odell – and I still have the floor.

Mr. Kicklighter – sorry

Mr. Odell – it is okay. And taking the opportunity to call for the question.

Chairman Liakakis – we have a motion on the floor and a second to approve \$90,000 contract for design. All in favor signify by raising your hand. Motion passes (Gellatly and Kicklighter apposed)

Mr. Kicklighter – The people opposing you didn't call for.

Mr. Gellatly – yeah you need to record who opposed

Chairman Liakakis –she was looking at that, Gennetta you got that didn't you?

Ms. Krahling – yes sir

Chairman Liakakis - okay

Mr. Kicklighter – Mr. Chairman, if this committee is made up of people to design the new one \$90,000 in cost I do not care to be on the committee. I am sure we can design one that will cost millions upon millions that is really nice but I don't care to be on it. I

would like to be put on a committee that found a nice used one out there that already exists or a brand new one that can be modified a little bit but a \$140,000 to design one is ridiculous.

Chairman Liakakis – Joe just do this, you can quiz some of the other board members of the Authority and see if they would like to serve on there with Wayne.

Mr. Rivers – okay

Chairman Liakakis – Okay? Next item, the verbal updates. Management Mobility Board Circulator Update, Joe

Mr. Rivers – I guess you have seen two buses riding around town with DOT on it. They are purple colored buses well they are white buses with purple designs or purple markings on it. Has anybody seen those circulating? Well they went into operation maybe about three weeks ago. Be on the lookout for them, we are contracted through the city of savannah it came cost contained. We have those vehicles and they have stops they are stopping at hotels and they are running past the garages. Those are being paid for through the convention bureau and the hotels.

Chairman Liakakis – okay, Teleride

Mr. Rivers - CJ

Mr. McCampbel- Good morning, how are yall doing? I just wanted to give you a quick verbal update. Gennetta is passing out.

Chairman Liakakis –For the record give your name

Mr. McCampbel – I am Cedric McCampbel and I go by CJ and I am the director of Teleride. Gennetta is passing out a two page leaflet. It is a just a yearly snapshot from years 2005 through 2007 and it just has some pertinent data on it that will show you the growth of the Teleride system by month from taking reservations to people actually riding the system to cancellations to the mileage increase just because the growth of Savannah. The other thing that is in that leaflet, we are entertaining a telephone system that will record the messages and responses from the dispatch office to make sure of the accuracy politeness and those things that are being handled. We did get the actual phone in; they came in two weeks ago to hook up the actual connectors to connect us to do the recordings and found out that we are actually overloading that particular device so they are heading back to drawing board come up with one that will actually fit our system. In the meantime I did get with Anna Maria and come up with a standard protocol statement that all the dispatchers will use that I have written down for you on that second page and a policy of how long we keep those calls before we dump them because they will be computer recorded and you can't keep them to long or it will overload the computer and no one does

so I got that from Anna Maria also and I wanted to provide you with that. The next item I wanted to provide you with is we as I told you. You all have updated the system and we have gotten Route Match in they are currently in the facility and installing new scheduling software. We hope that in four to eight weeks we will be able to use it. We are practicing on it and it seems to be going along pretty nicely. We do have a lot of data to empty into that system and that is what is taking so long and some of the perimeters we have to put in for every county street and every address to make sure that we get this correct so look forward to that along with just a few changes to make the system run better and bring about a little more quality that we are looking for and that is it. Any questions on anything that I said?

Mr. Odell – Just to comment

Mr. McCampbel – yes sir

Mr. Odell – I know we can't maintain on the computer. The calls for longer than two weeks but that two week bank can that be downloaded to a disk, filed and stored and the reason that I ask that is at some point in the history of CAT we are going to need to verify uncontrovertibly what was said and to me it appears that if we downloaded those on disk it wouldn't be extremely expensive and it gives us a written permanent record of what our people communicated with that particular citizen.

Mr. McCampbel – I am going to look into that a little further. What my hope was and with talking to Anna Maria she said that you never hold anything longer than four weeks but if you notice on the description I said we would hold it for two weeks and if a client had a concern as long as they called me within those two weeks we could go back and at that particular call I would think and be able to hold that as long as we needed and until the issue was resolved but I could go further into that and see if we could hold them all somehow.

Mr. Odell – If we downloaded them and labeled or identified the disk. My only concern is that Georgia has a two year statute of limitations so two weeks in and of itself has no significance a problem in which we might need to verify the substance of a conversation could take a long as two years before it would come up and I think that in that situation it would be very important if we could verify the conversation.

Mr. McCampbel – I will check into that and see what we can do to get that taken care of.

Mr. Farrell – I agree with Commissioner Odell on that but it sounds like a two year period some disk would be more appropriate.

Mr. McCampbel – not a problem

Mr. Rivers – We will check into the feasibility of that.

Chairman Liakakis – and Joe we need that for permanent record for many things as our CAT Board attorney Ty can tell you that something might come up that you need that information and we could use it for the federal government if there is something that we need to get statistics on and numbers of and those kind of thing would help being a grant or something so lets see that something gets going with that.

Mr. McCampbel – okay, that's it

Mr. Rivers – go ahead and mention of the ADL

Mr. McCampbel –We entertained an idea of and we had a sample of one that I believe Chairman Liakakis and Mr. Odell saw as well as Mr. Dawson an onboard security system that was audio visual. We approved and you all set aside the money for all of those things and I started researching it. On the sample system you wanted me to check into a wireless one, I did talk to Major Enoch and he basically said that the infrastructure for the county is there but it is not there to catch buses inside visually he said that militarily it is they are probably doing it and it is not made for local public consumption. He also said that there would have to be many towers put up to catch that and the county is not ready for that. He feels that it is just a little futuristic at this time and the cost factor on that was about I heard from three million to fifty million dollars to set that kind of infrastructure up. He looked at system we were looking at which was by Saiyon which he thought was very comparable and did a good job compared to what we needed to do at this time. And so with that I would like to procure with an RFP to get some bids out there and see if we can go ahead and get the most cost effective system which we set aside money aside in the value of about \$72,000 to outfit all the vehicles.

Mr. Odell – What will it do? We know it will not have real time recording so that if a person who is on Teleride has a complaint that at that point in the home office that someone can view the situation. If it won't do that what will the 72,000 do?

Mr. McCampbel – \$72,000 will put we have one on one bus now and it records daily. And what happens is when an incident happens today and a passenger calls in or a driver lets me know something happened on a bus that passenger fall or if it was an argument on the bus any kind of outbreak, if it was theft on a bus, any kind of fight, it is just like a school system buses. I will be able to go in and pull out a digital recording device and plug it into our database at dispatch yard and show you exactly what happened.

Mr. Odell – How long can that be obtained

Mr. McCampbel – I can download them to a disk and I can retain those for as long as you like.

Mr. Odell – I would like to retain them for at least the statute of limitation. And the reason for that is I think as the economy continues to decline the latitudinous is going to increase and I think the people are going to file more law suits potentially and I would like for us to be in a best position to prevail and to know what the facts are, the true facts

are and if we have access to these recordings then we need to keep them for at least two years while I am on that point Mr. Chair and I think it would be good if we had Joe a policy on record retention so that yall can agree we had it wasn't a seminar but we had a tour of Teleride and I think three of the Board Members here appeared. And I think the information that I had was so substantially different that what is and I thought we could make difference between trips and I thought if I had to go to an orthopedic surgeon to have a medical procedure that that would be more important than if I wanted to go see a remake of Star Wars. And it is not and the reason we can not is that Federal Regulations prohibits that kind of distinction which I think it is interesting and good to know. If we had a record system policy and we had to formally Ty, we had to formally vote on what our racket retention policy is so that in any situation that involves CAT and it involves a record being created then there is no question as to what we do. We could refer to record that says you retain records you convert it to a CD which is more convenient and less expensive and it is retained for two years.

Mr. Rivers – Okay. We will take care of that

Mr. McCampbel – And that is not a problem as I know you are aware of the security system I wanted to bring to you all it is a safety concern as we as a litigious and we do provide service to the public and I think it is very viable that you all have the information and that it protects the public and anybody that rides Teleride feel safe and that we have done all that we can and keep us out of those litigious areas.

Mr. Odell – And it also protects us. There is a mistaken belief that just because you provide a service that no one will lie or falsify and that is not true. For those of us who attended the public hearing and Mr. Chairman and I attended will see that they are together and we were able to get to some of the complaints and found them to be unfounded that there were people who were present, not our employees, other patients not patients other clients who said it did not happen the way that you are now claiming it happened. The recording is not only cost effective it is also something to be used for training too. How we respond to people I think is very very important we need to respond in a professional but realizing that we are not holding we are not a cab service, we are a government funded transportation system and we have to exercise a high level of care for the people that we have to transport.

Mr. McCampbel – I agree. There is one other thing that I would like to add just to update you on a video that we wanted to do. With so many changes coming so fast and with the few policy changes that we are getting back with ACAT to make all this work internally just right we have post phoned it until we get the system in. Because that video is educational video of how to use the system and some of the updates and some of the improvements.

Chairman Liakakis – okay thank you Saint Patrick's Day report on the transportation, Joe

Mr. Rivers – You have in your packets, the Saint Patrick's Day report and it wasn't as favorable as busy as we thought it was going to be. But never the less we provided the

service to each of those areas. And as you can see you can look at those pages it will tell you the additional amount of passengers that we carried to those routes where we put extra equipment.

Ms. Krahling – they do not have it in there packet, it is a verbal update

MR. Rivers – oh excuse me Im sorry I didn't realize that you were not given this information. On Saint Patrick's Day the daytime shuttle service which includes Oglethorpe Mall and Hutchison Island was 953 passengers. An estimated 200 passengers rode from the Island Town Centre coming from out your way Mr. Farrell. Estimated 200. On the Silk Hope in your area Mr. Kicklighter you had an additional 100 passengers that rode the 17 Silk Hope. We had another 200 during the festival night and estimated 230 on the Abercorn Gateway at 204. Not nearly as much as we were going to be never less the buses were there and then we had a black out Saturday night that was kind of chaotic.

Chairman Liakakis – Patrick

Mr. Farrell – I would like to say that is a great start and if we do this on a year to year basis and I'm sure it will be more knowledgeable to the general citizenry that will want to participate in using this and I think we are off to a good start and I'm glad it was kind of slow and got everybody used to we are doing and I look for greater things next year and I appreciate all the extra effort that all the staff the bus drivers had to put forward to take on these extra responsibilities and from all the people in Chatham County I tell you thank you.

Mr. Rivers – I would like to publicly Mr. Chairman thank my staff, the union, everybody that cooperative in that situation and even the director of transportation was out there changing batteries out on buses so it was a real great effort by everybody.

Chairman Liakakis – Next item, Information on bus routes.

Mr. Rivers – Okay Mr. Chairman, we just handed that out to you. I gave it to you earlier because you requested it. The things that we had done, we have some problems that have come up with changing back with the union and we will sit down and kind of straighten those out and we have moved the routes back because we had such an outcry from the citizenry when we begin to move it and change time on the schedule. So each one of you have the exact routes now. So if any of you have any complaints as to the buses not being there or not being on time just give us a call and let us know.

Chairman Liakakis – okay next item, litter clean up kick off.

Mr. Rivers – we were going to initially do a little campaign of cleaning up around our bus stops and the city of savannah heard that we were going to do that and ask that we do this in conjunction with them and that should come off at the end of this month.

Chairman Liakakis - okay

Mr. Odell – Will you let us know in case some of us want to participate.

Mr. Rivers – That we will do.

Chairman Liakakis – the next item that was voted on the site over there by the eagle club the closed down club, Joe you want to

Mr. Rivers – okay we first of all this was an item that was put on, I was not initially aware of it and it came to me to say anything of the right away and I got it from Ty and we went ahead and put it on the agenda. I asked that it be pulled and in MMB study we are not putting in two street cars and those street cars will begin running river street sometime in May. We, if we build a station a transit center we hopefully will have that route to come past that so futuristic talks of carrying the street car and connecting with train station on Telfair and they are looking at carrying it through the City of Savannah and if you are talking about the old street car routes then in the future we would need to look at light rail which would run on the same gauge of track. If you expand transportation in the future and it begins to go out in our unincorporated areas then we need to at least look and be sure that we are not giving away right of way that we may have to come back and require to do that if we so desire to do that and I think we need to look at each piece not that I object but I want you to be sure that it is not of any intrinsic value to you before you get rid of it. And so that is my reason for pulling it off the agenda so that yall can take a look at it and see where not only the TDP but the City of Savannah of where they will be going with the street car and if there is any possibility of a connection. There may not be but I just want us to be sure that we look at it and as we get rid of these ride of ways that we will not have to come back.

Mr. Odell – But there position is that they have held the property and I see Rob Brennan is here if you could come up. They have held the property for 30 years and therefore held some adverse possession title to that property and I

Mr. Butler – Actually, Mr. Odell adverse user and prescription do not operate in public entity or public authority

Mr. Odell – You know I found that out right around ten thirty when I was doing the legal research. I got Rob's fax and forgive me for the familiarity but we have a small bar here where people know one another I saw Mr. Brenner's fax and I did the legal research and said you cant give prescription to a governmental entity.

Mr. Butler – I do not know if you have in front of you my agenda memorandum that I have prepared for the agenda and I have received this on behalf of Gaston properties and Mr. Rob Brennan that the authority quit claim any right or interest it had in a small portion of the old isle of hope street car right away on Jasmine avenue and the Bonneville neighborhood and this runs by the or near the property that is the fraternal order of eagles property that has been sold to Gaston properties. My recommendation that was in the memorandum was that the Authority grants the Quit Claim the deed to Gaston Properties.

The alternative was to deny it and the other alternative was to grant the Quit Claim Deed with some reasonable monetary consideration being paid for but the street car line was banded 60 years ago and at least 20 years ago the order of eagles paved this area, fenced it off and built part of the building across it so they have exercised the dominion over it for at least 20 years and it was also my assumption that CAT had not need for the small portion of street car right away that was abandoned some 60 years ago.

Chairman Liakakis – Rob

Mr. Brennan – yes

Chairman Liakakis – Rob identify yourself

Mr. Brennan - My name is Rob Brennan, attorney with Gaston Properties and I thank you very much for putting this on the agenda for us we had closed this with some temporary financing and permanent financing was supposed to close next week and that is why there was some urgency of doing this. I really saw this when I proposed it as a boundary line question and not a question of you conveying area to us that was part of the street car. On this plat, can everybody see this? You can see where our building is and you can see that Jasmine Avenue has a 45 foot ride of way. I thought that Jasmine Avenue was the old street car lot and the only question that we really had was where that boundary line was between the street car line and our property. There are no CAT deeds that have a legal description there are no plats that have a legal description. The only thing I could find you got to see this, this is

Chairman Liakakis – point it out to us Rob

Mr. Brennan – This is the plat of old Bonneville area. This yellow triangle right down here is where it comes in, so what happened is the street car line was 100 foot wide and when it got to Laroach Avenue it narrowed to and there are no markings on there but my surveyor tells me that it is about 50 feet and it comes past our property. It is 50 feet wide and when I saw Jasmine Avenue is 45 feet wide I assumed that was the old street car line. But there is a 5 feet difference between a 45 feet and 50 feet obviously. We based our line on the jasmine avenue surveys. So though there are some later plats of distances that disagree with our legal description and you can see with some of these lines behind you that one comes way in so I honestly tell you that I do not know where the boundary line and I don't know exactly what we are getting. And all I knew was that we didn't have a clear boundary line and I was trying to establish our boundary line. Wasn't really looking to get ride of way from CAT. I was looking to confirm our boundary line and that is all I was really trying to do with our Quit Claim. I thought it was really a matter I talked to Ty with it and I didn't think there were any issues with it. So that is where I was.

Chairman Liakakis – Ty

Mr. Butler – Weather it is a matter five feet or the entire right of way my recommendation is still the same and that is to grant the Quit Claim Deed. I CAT could

not derive any value from this. Is this is not necessary or usable in current operation and it was abandoned some 60 years ago and I do not see any real good reason to deny it. I heard what Mr. Rivers had said and I was a little surprised that they would consider running the street car back out to isle of hope again. If that is the case then maybe there will be a need for it in the future. At this point it sounds what Mr. Brennan saying we are talking about establishing a boundary line of no more than 5 feet.

Mr. Brennan – And that building there I do have an affidavit on has been there since 1975 at least so this is where everybody thought the boundary line was for a long time.

Chairman Liakakis – We have to look at thing realistically because the way we are short now in our bus funding from the federal government and what we get from the state of Georgia. If we put in street car again that is going to in those out lying areas of the county would cost a fortune when they first did that some 70 years ago when they put some of those in the cost factor wasn't that much and they didn't have that much transportation in our community in those many many years ago and we really need to look at this to see as Ty was talking of some kind of monetary he mentioned something about a monetary thing. Are you still in....

Mr. Butler – Well in the past Mr. Chairman we granted these quit claim deeds usually to individuals home owners who had property next to or adjacent to street the old abandoned street car line. In some cases it was done without any money being paid and in recent years modest amounts were charged for the conveyance. That is an alternative you can consider and that is to because it is a policy had been expressed that should not be giving away public property to private entities or private persons without some consideration being paid.

Chairman Liakakis – I was just repeating what you said earlier, Harris

Mr. Odell – How long do we know how large the property this is, what are the dimensions?

Mr. Brennan – we really don't know that was the problem this plat I had the surveyor draw the maximum amount we ever thought it could be was that 30 ft by whatever that is. My personal feeling is that we are talking about if anything a narrow 5 feet of something like that.

Mr. Odell – I looked at it and spent some time on it last night. I concluded that we are talking of about 5 or so feet and I hadn't gotten Ty's memo. And we are uncertain Ty as to the boundary line?

Mr. Butler – absolutely uncertain

Mr. Odell – and the sole thing Rob you want to do so that you can go to permanent financing is to established a boundary line

Mr. Brennan - That's right

Mr. Odell – And its, if we were the clear owners of some property I don't think we should give that away but in that it is suspect and I don't think we should hold citizens up to. My inclination would be that if it is done solely to establish the boundary is to do the Quit Claim and the rational for no compensation is that this property has not commercial value not only does it have no commercial value we can not establish any exact line as far as ownerships my inclination would be would be if they need this to establish the boundary line and I understand what Joe says that we might consider a rail sometime in the future but I think we will be long dead before we will be dead do long before a rail goes out this far that it wont make a difference and then they can condemn it I would make a motion to Quit Claim without any monetary consideration as the title is and the actual line of demarcations are unspecified.

Mr. Kicklighter – second

Chairman Liakakis – Dean go ahead

Mr. Kicklighter – Mr. Chairman, if we are talking 5 feet time 352.65 of length basically we are only talking about 4/100 of an acre and that is not anything to hold up anyone's development for something we may encounter years from now. If that is the case we would need a lot more land to run something out in that area so if at that point if everybody's is okay then I will just call for the question.

Chairman Liakakis – Okay we have a motion on the floor and a second and a question has been called about a quit claim deed to the company. All in favor show by raising your hand, motion passes.

Mr. Brennan – thank you very much we appreciate it.

Chairman Liakakis – your welcome, okay next item, we need a motion to recess to executive, Joe...

Mr. Rivers – We need to add that memorandum of understanding that we do with MPC on the JARC funds and New Freedom funds that I asked you to add

Mr. Odell – What is the essence of it?

Mr. Rivers- We need to have that signed in order for them to administer the JARC funds

Chairman Liakakis – Okay sit down Joe I will read this part and then you can explain it if somebody needs to know. What Joe is talking about adding to the CAT agenda. The Memorandum of Understanding (MOU) serves as a joint agreement between the Chatham County--Savannah Metropolitan Planning Commission (hereinafter referred to as the MPC) and the Chatham Area Transit Authority (hereinafter referred to as CAT) for the planning, project selection, administration and management of the Section 5316 and

Section 5317 programs within the Savannah Urbanized Area as established by the Federal Transit Administration (FTA). They need if approved for the signing of this so that we have that understanding.

Mr. Odell – I move for approval

Ms. Stone – But do we need to move to add it to the agenda first?

Mr. Farrell – you do

Chairman Liakakis - yeah

Mr. Butler – You do and it required a 2/3 vote to do that.

Mr. Odell – of those presence of the board

Mr. Butler – yes if you have a quorum

Chairman Liakakis - okay

Mr. Kicklighter – I move to add to agenda

Ms. Stone – I second that

Chairman Liakakis– Okay there is a motion made to add this memorandum of understanding between CAT and MPC all in favor signify by raising your hand. Motion passes. Next we need the motion for the, to have that understanding approved.

Mr. Odell – motion

Mr. Broker – second

Chairman Liakakis – we have a motion on the floor and a second to approve a memorandum of understanding. All in favor signify by the raising of your hand. Motion passes. Okay now we need a motion to recess to executive session. Joe

Mr. Rivers – We need to pull that Mr. Chairman for we do not have anything at this time.

Chairman Liakakis – you do not have anything, okay

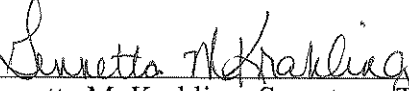
Mr. Kicklighter – motion to adjourn

Mr. Odell – second

Mr. Kicklighter – and reconvene as the county commission

Chairman Liakakis – we have a motion on the floor and a second to adjourn. All in favor signify by the raising of your hand. Motion Passes

Meeting recessed at 10:38 a.m.



Gennetta M. Krahlung, Secretary, Treasurer
Chatham Area Transit Authority