CHATHAM AREA TRANSIT AUTHORITY

BOARD MEETING

OF

June 13, 2008

10:51 A.M.
Chairman Liakakis: I would like to call to order the Chatham Area Transit Authority and I call upon the secretary for roll call please.

Ms. Krahling – Mr. Liakakis

Chairman Liakakis – here

Ms. Krahling – Dr. Thomas

Dr. Thomas - here

Ms. Krahling - Ms. Stone

Ms. Stone - Present

Ms. Krahling – Mr. Holmes

Mr. Holmes – here

Ms. Krahling – Mr. Shay

Mr. Shay - here

Ms. Krahling – Mr. Farrell

Chairman Liakakis – he is here he just stepped out

Ms. Krahling – Mr. Odell

Mr. Odell - here

Ms. Krahling – Mr. Gellatly

Mr. Gellatly – here

Ms. Krahling – Mr. Kicklighter

Mr. Kicklighter - here

Ms. Krahling – Mr. Broker
Mr. Broker – here

Ms Krahling – Ms. Bell is out today.

Mr. Rivers – Ms. Bell is in the hospital and I think she is going to resign

Dr. Thomas – already resigned

Chairman Liakakis – yeah, put it on there and let us see about making an appointment for Viola.

Mr. Rivers – alright,

Dr. Thomas – We do

Mr. Rivers - Garden City would have to do that

Chairman Liakakis – that is what I mean Joe, advise them on that for that is there appointment

Dr. Thomas – Mr. Chairman they have already been advised and they do have a replacement for Ms. Bell.

Chairman Liakakis – okay

Dr. Thomas – That is forth coming

Chairman Liakakis – Good, thank you

Ms. Krahling – Mr. Oakley

Mr. Oakley – here

Also present at the meeting was Joe M. Rivers, Walter Hartridge and Gennetta M. Krahling

Chairman Liakakis: Everybody on the transit authority was distributed the minutes of the meeting for May 09, 2008 and also a special called meeting on May 23rd. Need a motion on the floor to approve the minutes for both May 9th and May 23rd unless you have some Garden City would have to do exceptions.

Mr. Broker – I move for there approval

Ms. Stone - second
Chairman Liakakis – have a motion on the floor and a second. All in favor signify by raising of your hand. Pricilla, all right, motion passes. Under new business. Proclamation to recognize Edward Brooks on his retirement after over 34 years of service. Joe you want to go up there with them.

Enoch Dumas – Good morning. Enoch Dumas, Director of Transportation Chatham Area Transit. To the Chairman to the Commissioners all the Commissioners, Cat Staff, Cat Board we are here today, we want to give recognition to honor Edward Brooks, we ask that he come up, his wife, union president. We will have the Commissioner to read the proclamation.

Chairman Liakakis - This is a proclamation from the Chatham Area Transit Authority Board In recognition Edward Brooks. WHEREAS, it is befitting that we recognize employees who have provided dedicated service to Chatham County and the surrounding area, and in that regard, we salute with great pride Edward Brooks; and WHEREAS, Edward Brooks, a Bus Operator in the Transportation Department of the Chatham Area Transit Authority, has retired after accumulating over thirty-four years of dedicated service; and WHEREAS, Edward Brooks, who first began his employment in 1974 as a Bus Operator, achieved many safe years as an operator for the past thirty-four years, for the Chatham Area Transit Authority; and WHEREAS, Edward Brooks who distinguished himself as the “Rodeo Operator” driving his fellow co-workers, friends, and family to several State Rodeo’s throughout the state of Georgia, will be greatly missed by all his passengers, friends, and fellow employees; and WHEREAS, Chatham Area Transit has benefited greatly by having such a high caliber employee as Edward Brooks who always maintained the highest standards of On Time Performance in public transit NOW, THEREFORE, I, Pete Liakakis, Chairman, on behalf of the Chatham Area Transit Authority Board, do hereby extend our most sincere appreciation and best wishes to “EDWARD BROOKS” for his thirty-four years of dedicated service and leadership to the Chatham Area Transit Authority and wish him continued success in all his future endeavors. And whereas we thank you on behalf of the citizens of Chatham County cause you have provided a vital service to the citizens that needed transportation in our community. Thank you again on behalf of the board.

Mr. Rivers – Ladies and Gentleman I would like to thank Mr. Brooks for his 34 years. As I have often rode with him on his bus. He has been a very genial operator, a very efficient operator. So Brooks I would like to thank you on behalf of Chatham Area Transit Company for all the service that you have rendered the past 34 years and for the citizens. You are just a good guy.

Edward Brooks – Thank you. I’m grateful. Mr. Lindsey, thank you sir. I put my job in for 72. Mr. Lindsey say we are not hiring right now so come back Got job driving a truck, I like that, come back and put it in again in 73, we are not hiring right now, come back in 74 he say we need 10 drivers. I was one that was selected. That was the proudest day of my life. And this day after 34 years I appreciate it thank you.
Chairman Liakakis – Next item. Request Board approve FY 2008 – 2009 Budget for Chatham Area Transit Authority. Who is speaking on that Joe?

Mr. Rivers – We will, I will and then if they have any questions then Beth and I will handle it. Mr. Chairman, we went over our budget and initially got 9 point percent budget and it went back down to 6.4 and we were able to come back in and delete some things along with Beth Thulin and Shirley Lopez, who was the interim. They balanced our budget out for 08-09 fiscal year. Any questions in that a few things were reduced in there, there were some things added for fuel. I don’t know if we have got enough, I don’t know if we have enough for fuel but I would hope so because our fuel is continually increased. When we did the budget we had at least a 28% increase from January I think that was to April. So we are on shaky grounds fuel wise but we will survive.

Chairman Liakakis – Joe, you were talking of the fuel cost and all for a number of years now people have talked about smaller buses that are efficient and that can last a period of time. We know that the larger buses that has been told to us over the years that they can last longer because of all the mileage that they put on it an all. Since we have this information, is it possible we can find smaller buses that are more efficient have a better gas mileage on it so that we can save money but still be able to operate in an efficient manner?

Mr. Rivers – Mr. Chairman, we got a study in our office on small and larger buses and there in a degree mostly our cost is labor, fuel is a minimum cost even when it is going up. We are looking in the future of hybrids so I don’t want to speak to early, I can count my chickens when they hatch rather than going or stepping ahead. Sometime in the near future Mr. Chairman we will be going to a more fuel efficient, you wanting to go green in the county, we are thinking of going green.

Chairman Liakakis – Well you know. Here is where people say to Joe, they see buses in the community and see just a couple of people on there or in there and that has been talked about for many many years now. And that situation is they have been a number of reasons for that. What I would like to do is have transit people look to see if you can find buses smaller that are efficient that will last and get good service to our riders in the community. That is really important. Then you can still use buses that are larger that go to the outlying areas to Tybee but what have you but still that is something that we listen to people all the time but people they comment and they really and truly bring negative remarks towards our bus service. And you hear that, you go to neighborhood associations like you know and have attended you hear or see people writing letters to the editor. You see people with Vox Populi the voice of the people and people on the street that talk to the ones that they know and how and they are highly critical so if we find out that information and its not available we can market that and let people know that is not available and these are the reasons why so that we can help the image and what is going on in that way.

Mr. Rivers – Yes sir. Mr. Chairman, I get it just like you get it. Now I got a lady in church about three Sundays ago asking but she lives downtown and when you come to an
end of a route downtown you do not think of the people you pick up going to memorial
so we have to educate the public I agree with you there and we are going to use, we have
got 30 foot buses in our fleet. We have gone to smaller buses we on some routes like the
Abercom route and the main route still needs larger buses but we are going to deal with
that. We are going to have a workshop on that so that we can get together and we can all
educate the public

Chairman Liakakis - Harris

Mr. Odell – Move for approval of the budget, the budget is in fact balanced.

Dr. Thomas – second

Chairman Liakakis – We have a second. Uh Helen.

Ms. Stone – Mr. Rivers are you anticipating a fare increase at all this coming year? Due
to the increase cost of fuel?

Mr. Rivers – Yes ma’am. We are going to look at that. There was some things that we are
looking at as to our fare boxes because we wanted to maintain a two dollar transfer but
we are going to rethink that and we will be coming back submitting to the board the
possibility of a fare increase.

Ms. Stone – I would like to add on something that you just stated because I do ride the
bus from time to time and it is in fact very true that where ever you see that bus you
might be at the beginning or end of route but the one that I use is number 14 Abercorn
which is obviously a very possibly a very popular route. But at different points on the
route you are going to see the bus packed and by the time you get to certain maybe the
end or to the end for most people which is downtown you lose all the riders and then you
pick them up again as they are heading south. So I think it is important for us to help
educate members of the public and let them know that just what you see at one quick
glance might not be reflective of what is in fact the ridership. Because when I ride I start
at the mall and go all the way to downtown to Oglethorpe Street and the time I mean
within that route the bus is full. And they are constantly picking up and dropping off by
the time you get to downtown most of the people are off the bus and then it circles around
and starts the route south. I think it is important for us to help educate the public is to at
certain points of the buses routes yes they look empty and that maybe the point of
destination.

Mr. Rivers – We are thinking about adding or trying to add another route to that 14 but
we do not have the equipment to do that.

Ms. Stone – Well if you could do an express route that would be incredible because I
know a lot of people that would use it even more that goes simply to the south side of the
mall areas to the downtown area.
Chairman Liakakis – Bill

Mr. Oakley – Mr. Chairman, we had a meeting two weeks ago and I was really anticipating unless I misunderstood the content of that meeting a budget workshop considering the dynamic environment which our bus company operates not withstanding the outstanding staff and there hard work. I’m uncomfortable at this point of voting on the budget and will abstain from the vote.

Chairman Liakakis – Bill do you have a question.

Mr. Williamson – I was just going to make a comment about the size of the buses and I was just going to echo what Ms. Stone said in terms and I use the 11, the 27 and 28 waters road and I have the same experience no one ever notices a bus when it is full or at least no one says to me hey I saw that bus the other day and it was completely full but they will say I saw that bus and it was virtually empty. People only notice empty buses for some reason and those people who criticize the buses and I agree that we have to be contentious or we have to respect there opinion but if people utilize the bus system they wouldn’t want to get on a bus that was chop full and they didn’t have a seat so utilizing the bus system and communication to people that larger buses do fill up they are not always empty.

Dr. Thomas – Mr. Chairman

Chairman Liakakis – Pricilla

Dr. Thomas – I would just like to piggyback on what has been said and particularly what Commissioner Stone has to say, as I travel around I’m always looking at other systems. When we were in Utah, New York, Chicago I made it my business to ride the buses and I made it my business to check schedules and to see what times those buses weather they were continuously filled or vacant. And so we are not unique, you know as an individual system this is all across at varying times. So I think it all boils down to educating our people as has been said on the usage on the buses. Because we are going to find empty buses no matter where you go at certain times.

Chairman Liakakis – Harris

Mr. Odell – Joe, At some point I think we can put to rest the issue of weather or not we need a big bus or a medium size bus or a large town car to transport on a particular route simply by identifying what the capacity is for certain routes. We all see buses that are not full and we see buses that are full. I don’t thing that really addresses the question. And I would like to see us do a capacity study on various routes and taking that study we could identify the size of bus needed for particular routes at that point in time. That is one thing. And the second thing is I am a little bit uncomfortable with general belief that just because someone complained that there is a validly to the complaint. Some people complain because they will have nothing of value to say and they think that by complaining that it makes them appear to be intelligent in which it does not. I too like
Broker would like to see, when people call in and complain about what have you if we could analyze those complaint are you in fact a Chatham Area Transit bus rider. Are you saying if that certain things would change; would you be a Chatham Area Transit bus rider? What those kinds of things we could do that we are going to see a growth in ridership and the reason is that gasoline prices being four dollars or more a lot of people are going to have to park there cars. I want that growth not only to be out of need but because people see the benefit from services that will never pave our way out of this transportation crisis. For the fellow commissioners we do not expect the police department to break even we continuously continue to talk about community development, community growth. Part of our growth in this community will be transportation. Because there are a lot of people who depend on this services for there lively hood. We have this financial crisis not because of CAT but because in prior years we reduced the millage which is different level than that of the county when we in fact raise the county millage. So we do need to have a workshop. But some of the problems we are the author of our own misfortune. I would really like to see us Joe to quantify the complaints. I get people who say yall don't spend any money on public works or I went to Lake Meyer and a restroom was out of order and what have you. I passed those on like I pass on the complaints regarding CAT and I am going to also pass on a compliment. We can eliminate this discussion of bus size forever once we know capacity and there may be a hallelujah point and that we might all be right. Some routes we may need large buses and other routes we might need the smaller buses. There may be an economy of scale as far as fuel uses between a large bus and a small bus. Those are things that we can certainly look at and until we know route capacity and time I don't know if we can do a reasonable assessment as far as bus needs.

Mr. Rivers – I will try and find out if we can do a study. We have several studies from several different cities on bus capacity and bus size, small, I’m going to share those with you because I think that the board and everything we do at transit needs to be educated. There is a lot of things we and I go back to when I was sitting up here and I probably visit transit more than anybody else but there is a lot of things that we don’t know down on the ground in transit and we don’t even have a clue. And some of it shocked me when I got to where I am at. So believe me we need to educate and as we educate ourselves then we become more better in tune to what the system should be. I have got a vision for this system. I have always had a vision for it. So I have that compassion that very few people have. I look at it in a clearly different way because I want to have the best service, the most efficient service and I am always looking to save money. So yes Mr. Chairman I will be on what you are talking about. If a smaller bus is we have 20 when I was here we ordered them to order small buses they ordered 30 foot buses and we got 29 and one half. We have several of those in our fleet now. We will be replacing them but basically we will be replacing probably the 35 footers because we want to look at the express and stuff like that but I will come back and begin to educate you

Mr. Odell – Joe, just one last thing. We keep count ridership. Is that true?

Mr. Rivers – Yes
Mr. Odell – If we know what our ridership is. We know on which routes they are riding?

Mr. Rivers – Yes we do.

Mr. Odell – And if we know on which routes they are riding then we can probably pinpoint as to time of day that the ridership occur. If the system can give you the number of rider’s route we can look at that and determine bus size and potential capacity. And from that analyze potential size of bus. Potentially there are routes where we can use smaller buses. If there is an economic advantage to us fuel wise and I know that labor is a substantial continuance cost would be reduction as for as labor for a bus driver to drive a big bus as opposed to driving a small bus. They make the same amount of money. Our savings come from fuel use and the wear and tear on that bus and what kind of long term use we can get from that bus. We have that information. I think the system has that information.

Mr. Rivers – Yeah, I think it is there I think it is us just a matter of us putting it together. We could probably provide that for you.

Mr. Odell – Okay, that is good. I have made the motion to approve the budget as entered.

Dr. Thomas – second

Chairman Liakakis – We have a second. Now Bill Oakley made a comment that he would like to see a budget hearing so make up your mind if you want to vote for this or not vote for it and then call for a budget hearing. We have already had a budget hearing but if you want to have another one it is up to the transit authority to make that decision today.

Dr. Thomas – I made a second to that

Mr. Odell – Just to point of clarity. They are not mutually exclusive, we can vote on the budget today and have the hearing afterwards. Or we can post phone and vote on the budget and have a hearing. My recommendation is we have a budget, the budget is balanced. It is not a science it is balanced. My motion is to go forward and if we need a workshop thereafter then let’s do it thereafter. And that is how I would like to see the vote occur.

Dr. Thomas – I made the second

Mr. Gellatly – Let’s make the statement to as to have no tax increase.

Mr. Odell – no tax increase

Mr. Gellatly – public statement

Mr. Dumas – If I may just before you close out. Just that thought on the big bus little bus. Part of the role that CAT has to play with the county is
Mr. Rivers – excuse meme, Identify yourself

Mr. Dumas – Enoch Dumas again with Chatham Area Transit, Director of Transportation. The big bus little bus part of what CAT has to do with that is an obligation with the county along with SEMA. That is to do with emergency evacuation we are responsible to providing transportation through our district, transit district, to individuals to various locations to the civic center. When you think about reducing buses to smaller buses then we reduce the capacity that we can transport safely during an evacuation. We want you to consider that when the question comes up about when large buses verses small buses but we are the larger buses have shown over the years that you know they hold up. And the cost savings is not that much difference between the large bus and the small bus fuel wise as Mr. Rivers stated earlier. We want you to consider the fact that we are here to serve the community in the event that we have an evacuation or emergency. When you reduce the size of your fleet then you in fact reduce the amount of individuals that you can transport if that should occur.

Chairman Liakakis - Harris

Mr. Odell – What I would like Mr. Dumas, is for administration and staff to come back with a collective response you know I don’t think it is fair to hit you with something and expect you to have all of the answers. But we do want to keep and open mind that if a commissioner makes a request that we are not expert in this area we expect you all to be. But we want to convey the fact weather expert or not we still are the policy maker and we would like staff to return, not today and give an explanation to the question spoke. This Chairman gets questions all the time saying buses empty the bus is empty. What we are saying is that there are ways that we can document. Let’s put together information as Mr. Rivers has said so that it gives us justification for the position that we are taking. And we do consider, no one is more cognizant than emergency management than our Chairman. Our Chairman has been the number two in emergency management since God was a boy.

Mr. Rivers – and number one

Mr. Odell – And number one, so we are concerned about that but it is a legitimate question and you are going to come back when you have looked at the question and looked at data and come up with a collective response. And that is fair to you all and it is fair to us.

Mr. Dumas – right

Mr. Rivers – We will come back to you with a workshop that inclusive of that so we will have a chance to work that out among ourselves.

Chairman Liakakis – Okay we have a motion on the floor and a second to approve the budget. All in favor signify by raising of your hand. Okay (All hands but Mr. Oakley were raised so motion passed) Joe lets consider what a couple of the commissioners have
said about a workshop like Commissioner Oakley has stated for you know for some of additional information or what have you.

Mr. Rivers – What we will do for those who

Mr. Odell – Joe for parliamentary procedure, on that motion there were I know there were one person who voted abstained in which the record needs to reflect and I’m not certain if there were any others who voted against it.

Ms. Krahling – that was the only one.

Chairman Liakakis – that was the only one that did not vote. Then she looked over there. The secretary looked around and saw that Mr. Oakley did not vote on it. Okay? All against this motion raise your hand. (Mr. Oakley) Okay lets move on to the next item. Item 3 Update the Authority’s employee group insurance including health, dental, life, short-term and long-term disability insurance and to inform the Board of CAT’s implementation of two elective voluntary benefits, including additional life insurance and a vision plan for employees. Joe.

Mr. Rivers – Sheila Michael is going to present that.

Chairman Liakakis - okay

Ms. Michael – Good morning. Sheila Michael, Human Resources Director. I would like to remind the commission that two years ago we put out an RFP for all of our employee insurance benefits. The Health, Dental all of them. Life Insurance, Short term disability, long term disability and we have contracts in place with those various insurance companies however, every year as you know the insurances are increased. The premiums go up. We work with HRH of Savannah who are our brokers. Last year we changed our employee group dental insurance and we went to MetLife. We primarily did that because MetLife came in with a below 4.36 decrease in there premiums however this year MetLife has come in with a 20% increase. Now we negotiated that 20% down to 12% however it is pretty high for us. So we have asked HRH to look at various other carriers including returning to Blue Cross Blue Shield who previously had our dental insurance coverage. Blue Cross came to us with a 9.03% increase which was less than the 12% provided by MetLife in the end. So our recommendation this year for dental insurance, return to Blue Cross Blue Shield in addition we will have an extra savings with dental because when we went to MetLife our human resources department had to pick up the responsibility of administering Cobra for those employees who left CAT. That was an additional third part expense. We had to engage a company called infenasource. But with the return to Blue Cross Blue Shield insurance, Blue Cross Blue Shield will pay for that cobra administration directly. So we will eliminate that cost. For our health insurance Blue Cross Blue Shield came in with a 4.4% increase this year which is extremely reasonable. For a group of our size. We are not quite used to having increases that low. So we were happy to accept Blue Cross again in the second year of this contract with them. Our life insurance has actually decreased, our employees will be paying a dollar less per
month. We are still with the Fort Dearborn life insurance company. We have short-term and long-term disability with Hartford Insurance Company. The Hartford has increased our long term disability by 10% this year. And the reason is that we have several open claims with them. The claims are pretty high on long term disability. And they have increased that cost. CAT pays 70% towards the cost of our employee group insurance for Health, Life and Dental insurance. Excuse me for Health and Dental insurance. And pays 50% of the cost of the Life insurance. And CAT pays 100% of short-term and Long-term disability. So we wanted to update Chatham Area Transit Authorities Board on what our insurance increases are for this particular year and to let you know that we are still in various contracts. The only one that we are requesting the switch is our dental insurance and that is to move from MetLife back to Blue Cross and Blue Shield.

Chairman Liakakis – Question, what is the wellness program that CAT has with the insurance provider on health?

Ms. Michael – Well, as you know Blue Cross Blue Shield has a wellness program attached to their health insurance. But it only includes sending out notices to employees with various illnesses. Specific illnesses. For example if you have Asthma, Bronchitis, or Cardiac problems, diabetes problems. They will send those employees a specific letter notifying them of the type of program they have to offer. But what we find is most times our employees don’t even read the letters. So what we have chosen to do this year to focus more on employee health matter of fact I am very glad that you asked. Cause on June 28th which is a Saturday, CAT will be holding its first Health and Wellness fair at Dauphin park from 10:00a.m. Until to 2:00 p.m.. And of course we would like to invite each of you to come out and participate with us we are having this event for our employees as well as there immediate family members. Our participants will include the Chatham County Health Department; they will be there to conduct the hepatitis B vaccination and tuberculosis skin testing. We will have the Savannah Fire Department there to do blood pressure screening. The Savannah Chatham Metropolitan Police Department will be there to do fingerprinting for the children. The American Diabetes Association, The American Cancer Society, and we already have a partnership with the YMCA of the coastal empire. With our partnership any of our employee that join the Y. Initiation fee is waived that is $100 that is waived for the employee. CAT’s commitment to the employee is if the employee agrees to participate 5 times per month, CAT pays $10 toward there monthly membership fee. And we are happy to add that we are adding two additional fitness centers to that program this year. It is 24 hour fitness and I can’t remember the other one I do not want to miss call there name. But we are adding two more fitness programs so we will have a total of 3 programs where we are offering employees to participate. We have also been able to acquire the employee discount with the aquatic center. The same discount that the Chatham County Employees will receive our employees will also receive. So we are really pushing employee health and wellness from our standpoint. We try to involve our employees plus there immediate family members.

Chairman Liakakis – okay lets do this, make sure you need to have a discussion with Blue Cross Blue Shield that they need to put instead of just sending letters out to the
employees that they do something because we had a long discussion with them recently about if they want us to continue to do business with them that they are going to have to be more involved with the wellness program with our employees and there families. Because one of the reasons why your premiums go up with your insurance is because of claims. The claims increase the premiums. And of course CAT’s saddled with that additional cost factor as well as the county or who ever else has that business with what ever insurance company it might be. So just put the message to Blue Cross Blue Shield for them to participate more in the wellness program so that they can expand that and help the employees because we you know on this board just like for our county employees we would like that we have health employees with the transit authority employees and there families because that is really important.

Ms. Michael – yes

Chairman Liakakis – That is the number one thing, the health and the second thing is they reduce the premiums to save money.

Ms. Michael – yes, will do

Chairman Liakakis – All right, we need a motion on the floor to do we need a motion on the floor to approve this now Joe?

Ms. Krahling – no it is for information only

Ms. Michael – It is for information only

Chairman Liakakis – okay for information only that is fine. But you understand now Joe the contact with Blue Cross Blue Shield?

Mr. Rivers – yes sir, we will deliver that message when we get back there to our lobby.

Ms. Michael – We are having our employee benefits fair yesterday and today. And they are over there today. So we will pass along that message right away.

Chairman Liakakis – Okay thank you very much. Item number 4, Request Board approve a one year extension of the external audit contract to include the fiscal year ended June 30, 2008.

Mr. Kicklighter – motion to approve

Mr. Odell – second

Chairman Liakakis – We have a motion on the floor and a second to approve this audit. All in favor signify by the raising of your hand. Motion passes. Item number 5, Board member items, Bus ridership, Commissioner Farrell.
Mr. Farrell – Thank you Mr. Chairman. As y'all recall a couple of years ago this Chatham Area Transit Authority was looking for ways to increase ridership throughout the county and increase awareness to groups of folks that other than the ones that don't currently have transportation to start riding the bus. And one of the things we asked staff to do was to go out in the community into some outreach into some of the private schools that may not have a bus service for there schools and if they would be interested in partnering with the Chatham Area Transit Authority who have some education routes to increase the ridership and awareness to the bus service. And the last couple of years we have not garnered any particular interest into the community. Now having said that I would like to report to everyone that I have been in contact with Father Frank who is the current headmaster looking at some sort of Ask the Authority to start conversations with Father Frank of Benedictine Military School. And to facilitate students coming to the military school he is looking at some sort of transportation to help students get to school. So I would like to at this time ask the authority, the board to instruct staff to start conversations with Father Frank and see if there is someway we can meet the needs of moving a certain number of students in an express route to Benedictine from the out reaching parts of the county.

Dr. Thomas – Question? Is that the only school that is interested in the, from the private sector? Out of the number that we have?

Mr. Farrell – Yes

Dr. Thomas -- Have you contacted the others as well?

Mr. Farrell – Staff has contacted them in the past.

Dr. Thomas – I am talking about

Mr. Farrell – This year?

Dr. Thomas – yeah, you made your contact with them?

Mr. Farrell – Well, it wasn't an official act of myself, it just kind of happened that they were interested. I had mentioned had tried to do this in the past and if they were interested I would think that the board would be interested in talking with them. Not to the exclusion of anybody. If there is a work group or another school or what other organization that has an identifiable group of people that would like to ride the bus to a certain location to make it more attractive that we try this is breaking new ground for the Chatham Area Transit Authority but something we have talked about in the past and we do have some interest and would like board consideration to look into it further for this upcoming school year.

Chairman Liakakis – Bill

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Mr. Broker – Yeah, I agree you got to start somewhere with that. I think that the school is a really untapped source of ridership. But just as a bit of clarification; did you mean an express route to Benedictine or possibly making some changes with the others waters road, the 27, the 28?

Mr. Farrell – Well, we had talked a couple of years ago about express routes and they never got off the ground. I’m not suggesting how to go about implementation this I suggest that the folks at Benedictine and the folks at Chatham Area Transit start the conversation and come up with a program that would be acceptable with the CAT staff and to the students that would provide a benefit for them but it would also accomplish our goals if this could be worked out to increase ridership and awareness for this system to a group of individuals that may not normally use the bus. I can see once folks become accustomed to riding that bus they would be more inclined in the future to take bus to mall take the bus to the movies in the future rather than catching a ride with another car or what have you.

Chairman Liakakis – Helen, okay Bill just a minute.

Ms. Stone – I was just going to comment on Commissioner Farrell’s statement. Yes, I was fortunate enough to be a mother who did lunchroom duty at Benedictine and this did come up for how to get some of these students to school. Especially because that being an all boys school and you had uh family members that were girls you had separate car pools going. And that can be very challenging in the morning. Of course some private schools do have there own transportation system and that would not be an issue but I think we do need to start somewhere. Being a parent at Benedictine, this did come up and I talked to some of the other mothers who were thrilled with the idea of possibility of not having to do multiple car pools in the morning. So I would certainly, this should be open to any school that would be interested in participating but we know for a fact that Benedictine is interested.

Chairman Liakakis – Bill

Mr. Broker – Just the only other thing to make this seem like an even better suggestion is that I understand that Saint Leo’s has some night college classes that take place at the Benedictine so you know it wouldn’t be just for kids that go to Benedictine but would be for the night college classes that Saint Leo’s is offering.

Mr. Farrell – Yeah, for your benefit we had discussed in the past that these bus routes would not be exclusive to anyone. They would be open to the general public. But by the very nature of the timing of the route and where it is going it would most likely service a certain segment of bus users but certainly not to the exclusion of anyone.

Chairman Liakakis – Since we are on the subject of ridership Joe. We have got more than 12 radio stations in Savannah and we have got 4 television stations. And they are required by federal communications do to PSA’s – public service announcement. What I would like to see that the CAT staff put together immediately some dynamite commercials you
know that is either 15 or 30 seconds in length. Send it to all of the radio stations all of the TV stations to encourage people to save money and reduce traffic congestions and to put those things in there and to do that. Not only do you send that message to them but have somebody on CAT to be very courteous and to talk to the scheduling individual for the radio station and the TV station requesting that they help out and do a service for the citizens in this area if they will do those PSA’s. And if you have any of them that refuse to do that then please let me know and I will talk to the station manager so that we get it out. Because if we do enough of that. Listen they tell you this in the advertising area whether it is a newspaper add or commercial or TV uh radio or TV, that just doing it one time does not always work. People expect miracles. But what you can do is if these psa’s are played and maybe if we have high profile individuals in the community that will tape those for us and put it out in the community there is a way that we can utilize ability to increase ridership because it goes over and over and people hear that on radio and TV that maybe we can increase our ridership like that and we need to do that as soon as possible.

Mr. Rivers – Already has been done Mr. Chairman. You told me that on Monday. I will get a report back to you with what they have done thus far.

Chairman Liakakis – Okay and let us know you know who doesn’t want to do it. And make sure now that you are not just sending a letter but that somebody from CAT is calling them up and talking to a scheduling person and not a reporter because they do not handle that. Okay? All right good. Next item.

Mr. Rivers – Mr. Chairman, let me explain something we are going to take staff and we are going to look at our schedule and we will work with anybody. Like we are working with all the hospitals and stuff like that we are working Saint Jo Candler to see about swipe cards and how we could be efficiency to service. We are going look at that. But let me tell you folks, come down in the mornings when we pull out at 6 O’clock. We have got a bus fleet of about in peak hours 46 buses, 8 spares. Last two weeks I have been running down there if it is not air conditioning then it is a bus breaking down. We have 11 buses that are dead. I mean they are past there lifetime over one thousand miles. I got a magician in dispatch that can get these buses out there. If we have 1 bus this morning to break down anywhere along the route we would have been in trouble for we did not have another bus that we could send out there because I have everyday from 10 to 11 buses out of service. Out, in a fleet of 58. So you know sometimes the other day just yesterday he told the girl on shuttle bus number one...so when you get to Kroger’s bring the shuttle bus back to barn and pick up another bus. I mean we are making the equipment and doing the best we can with what we have got. Savannah mall a long time ago offered us space for an express route. It takes 2 buses for an express route. You can not take a dead bus and put it out there on express. And you can’t take your buses off the Abercorn route because you need those buses. They need to be large buses. But we are going to look at everything folks and in due time as we rotate out equipment out and get new equipment in. It take 12 to 18 months to get a bus in unless we are lucky enough to pick up some options so all the things that folks want us to at every meeting I go to at MPC and everyplace else say well you are to have express buses you are to have park and
ride. Yes it is coming it is coming folks but you can’t eat this elephant all at in one bite. You have got to eat him one bite at a time. And that is what we are doing at the transit company. Trying to change out equipment. There is an enormous amount of problems there and you got to be there in order to see them. I had 6 buses the morning out with air. We had one yesterday and two this morning. So we are going through a lot of changes there just to get the equipment to service just what we got. And it is enormous folks. Also we have got a scheduling that we sit down and adjust routes and readjust routes every three months and we have got to be conforming with that for we have certain constraints. Now Walter has something to convey to you that Ty told him. I don’t know what it is.

Mr. Hartridge – Well, Butler who couldn’t be here or both are receiving that have been conferred upon them PHD degrees from Stanford today. He would of liked to be here but he said with respect to this item, with all due difference. That he had previously advised the authority that FTA regulations prohibit buses that have been paid for with federal money being dedicated moving school children. That is the law, now can set routes near school that are useful like Commissioner Farrell is talking about. Certainly a very admirable thing. I am a graduate of Benedictine myself and I know what the problems are with transportation. But you have got to put it within the legal frame work when you do it. Seem to me that it should consider how the routing fits in and the timing and the available equipment to see if students could get to all the schools really. Private and public just as they try to do it with hospitals, Armstrong Atlantic University for example they do it there but Ty just wanted to make sure that I advised you all of this point when you went forward with this proposal.

Chairman Liakakis – Dean

Mr. Kicklighter – Thank you Mr. Chairman, I would like to commend Commissioner Farrell. I think that the idea here I know we have talked about over and over as far as dedicated routes I have really still believe it is a huge part as to why we do not have ridership in the area that we need. As people don’t really understand where the buses are going they are scared to get on one that is going to take them somewhere else and I think that just what he is trying to do here is great and I think that with a little bit of effort we can fill up some buses and really serve the public good. I think that we should throw it back in the private schools lap’s like you talked about Memorial Hospital. One dedicated route coming in just right off the bat, call it what ever you have to meet the legalities of it but a pick up someone on Wilmington Island heading in a pick up in Thunderbolt dedicated route, turning a blur and sacrament stopping there with a stop off and pick up going right on up and stopping in between Calvary and Memorial Hospital drop off pick up right on down that same road, drop off Benedictine pick it right back on up drop off at Armstrong. You could even swing it however you needed to but going right on down one at Oglethorpe Mall, One at Armstrong and finally Savannah Mall with a stop. Dedicated time they know that the bus will be at this stop at whatever time and I think we could serve a huge part of the public not only would it be the school kids at that point it would be many people that know they could actually get to a specific destination without any worries and I commend him I mean this that is the type of thinking outside the box that we need obviously the system is not really that great of shape. You know eliminating that
fear and making it easy and that is why I am sure some trains do well in all of the areas because you know they are not going to go off those tracks you know where you are going to wind up. And with this it would do that.

Mr. Rivers – Mr. Chairman and Mr. Kicklighter. I think we need a workshop to talk about these type things you want to do and then we can tell you the restrictions are with the scheduling is and how we can figure that but remember we serve a public now and go to most places. We go to the mall for that is a destination place a heavy destination and I agree with you. Maybe somehow or another we can swing and serve some schools.

Mr. Kicklighter - Point being not to serve the schools. Point being if the schools want to do it that they coordinate together and start there times of there schools which would coincide with this route. And people in general it would not be a school bus but people living on that island would know I can jump on that bus and go to the mall and I would be there in a decently short period of time and they would let me off. And that type of route Mr. Rivers if we had that exact time and I disagree with you about a workshop setting I think that the commissioner made a suggestion here that I think staff should go look at that suggestion and bring back the answer he really do not need to wait until some type of workshop. When one of us has an idea we should share it quickest way possible and yall should research it I think.

Mr. Rivers – Okay. What I don’t want you to do is micro manage this system. I don’t want you to do that. We will tell staff to go back and look at it but and that is why I say a workshop. See you can come over I have asked and I am going to set up committees. I want yall to start coming down to that operation. Looking at it and seeing what you can do see where the restrictions are and see what we can do. See where the equipment that you have that you can operate with. See if we can move buses around and off schedule and not accommodate people that we are accommodating. I got a study over there that we paid a whole lot of money for that we are adjusting routes now. Like I said we adjust routes every three months. There are things in that study that we are going to try to conform with to increase ridership. There are certain things that we can do and there are certain things we can’t do. There is no need rushing back and forth over those. Yes I can have staff go back and we will come back with what we come back with.

Mr. Kicklighter – Mr. Rivers to bring you back on this side of the table where you sat for many years I don’t think that any of us are interested in setting down in an office hearing why CAT can not do things as much as I believe we are paying CAT staff how we can do them. Not why we can’t and I think that change in general the general thought process would be a big help. No I don’t want to micro manage so I don’t care to go and sit in your office. I want I think that is why you are paid to tell us how and what it would take to do what was requested. At that point I think everybody up here is decently educated enough to figure out weather or not we can afford it or what it throws off. But you know I know I am not into micro managing any of it so thank you.

Chairman Liakakis – okay Joe
Mr. Rivers – We will have staff to do it.

Chairman Liakakis – But you can bring the information with the availability of the buses and all of that and answer the questions you know and the suggestions that were done today and also getting back to those PSA’s, when you have those done for radio and television bring them to me I would like to see them. I would like to look them over. Okay? Next item, RFQ for management contract, Commissioner Patrick Shay.

Mr. Shay - Thank you Mr. Chairman, I am going to do tailing the good suggestion that we just heard from Commissioner Farrell. The meeting today has been an opportunity for me to take notes and think a lot about how some things that may not seem related may very well be related. But we have had discussions today about violent weather the consequences about violent weather and the need for early warning systems. The fact we seem to have more violent weather than we ever did before. We have had discussions about unpredictable prices for asphalt and paving materials which lead us to not even be able to issue construction contracts for more roads with any measure of certainty because of the uncertainty of the markets over the price of those commodities. We have had discussions of the price of gasoline being over four dollars a gallon now. Very unlikely during any sustained period of time it is every going to be under four dollars a gallon again but very likely being more in the future. I think probably a year from we may look back to the days of four dollar a gallon gasoline be sort of wishful about it. We also are dealing with the consequences of major power outages. Maybe those are sometimes related to violent weather but I think we can look forward to more of that. All of these are symptoms of the fact and proof of the fact that the world is changing on us. It is changing faster and faster the pace of changes at the point to where we are no longer able to predict from year to year how things are going to be. For us that same kind of climate to keep on keeping on in the same way in the planning for our system. And running our system as if in a way as if it were just a social benefit program or even in the mentality as some type of charity rather than a market driven necessity that is a change we need to make in our thinking. We can’t abandon any of the riders that we have now. We can’t ask them to fend for themselves but we can think outside the box. With all due respect to Commissioner Kicklighter, I have learned in the last year or so this is about logistics and that is a science. It is really rocket science. There are being great advances in the last 10 years with especially with information technology. You can hop in a car you can buy yourself a car today and hop in it and if you want to know what route to take from Paris to Berlin, it will tell you. It will tell how many pizza parlors along the way if that is what you want. So there are lots of things out there in the world that would provide for us. A lot of the answers that we need, but most of what we need is more resources. We have the description today of a system that is essentially starved for resources. We have a certain number of buses and we have a certain number of regulations and they all constrain us to be able to break out of that box to do some of the things we have been hearing about. We have in front of us though a great opportunity. And that is we are now in a position where we can go out in the world and seek proposals from management companies who actually the technology and have the resources to understand the science of logistics and have the additional capital resources that they may be willing to invest into our system. Not to change the core system necessarily although it may very well could. But to be able to
expand the horizon so that it would be able to reach out in other ways not strictly to the hospices of the authority to the school systems, to the air port to other entities that are crying out in need in logistics and transportation support. So it is my understanding that this RFQ is now complete. And we need to go out and find out how many entities are out there that have this kind of expertise and how many are interested in stepping in and helping us to get to the point where we would be able to set policy and not try to figure out how to deal with some of the smaller fine grain issues. But when we put this out, I want to make sure that we all understand that this is our responsibility, we can’t just throw this one over the transom at Joe Murray Rivers and say you know what we think that you as our interim manager that you need to sort out for us the choice between weather we want to hire an individual with specific knowledge and make them our employee of our authority or do we want to hire a management company to manage the system similar to the way we have had it in the past with First Transit or do we want to go out and look for real Public Private Partnership. Where the private sector can invest the resources in our overall system and manage the system the way we need to have it but probably do it in a way this is much more market driven and much more fuse and much more able to respond to differences. Those are big choices and we have talked about it up here. I just want to make sure you guys understand that is our decision. We need to be the one that make that decision. We can’t just do or just attempted to do to Joe Murray Rivers here and say you know we come up with the big ideas we want you to staff it and come back to us. Man has been strapped with putting together a budget and I congratulate him on the fact with I think it is a miracle that you were able to come back to us this year and present a budget that was balanced without having to have a Millage rate increase. I think you are worthy for a round of applause for that. You have also been a champion and a very close I think to be able to pull off another miracle that was in the idea that I am almost ashamed to take credit for anymore. The Transit Center, the idea of having this place where all these modes could come together and private sector providers and public sector providers could interface. Those are two huge tasks; we can’t ask Joe Murray then to also be responsible to figure out for us what of these three paths we are going to take. We have to take that on ourselves. Let’s go out there though this week and let’s put that into the world. I think we are going to be pleasantly surprised at the quality and the resources of the companies that are going to respond. To use and say we know how to do this, we are those rocket scientists we are looking for, we understand the very complex science of logistics and we like to help you out with your problem. That is my speech.

Mr. Kicklighter – Mr. Chairman, may I please real quick?

Chairman Liakakis – yeah

Mr. Kicklighter - Commissioner Shay, you could possibly may of misunderstood me, I do not believe that Mr. Rivers should be the one to figure out which three routes we will take. I believe that he will be the one that will gather the information for the different routes and present it to us and we will make the decision on that. At our request he is gathering that information for the three different routes and so that is what I was stating that the request was for him to look and gather information for the bus route and for us to analyze and make the decision.
Mr. Shay – sure, I wasn’t being critical of your request. What I am saying is that this decision over the management contact and over the future of that, that is we have to take on and manage ourselves. I wasn’t suggesting that yours wasn’t an appropriate request under the circumstances of the last item. But what I am saying is that this one we have to take on ourselves. Okay?

Chairman Liakakis – And the three things you just mentioned Pat, is to either have an individual that has done this for a number of years and has been very successful with that or a company like First Transit to do it or the other private public. But this thing let me tell you I have reading a good bit about private public situation and if we get a private organization that works along with us on a public way they put some of them put money into the system to make sure if we need more buses they help you get more buses if you need other resources they help you with that but you set up a contract with them for they are not in there for free they have got it stabilized where they are going to make a profit. But they have that expertise and will show you how you can do the bus system where they put the resources in there that you are going to have a higher ridership and therefore you have got great running transportation system that we can offer to the community and do all the things that has been discussed here today. And I think that third one, my personal opinion is for us to look at that private public thing because we know like Joe is strapped with his personnel right now to come up with the balancing of the budget and where we are going to get the money when the federal transit authority uh federal transit administration has reduced monies coming down to you know the different areas that have you know public bus system so that is one I think we need to look at where we can get monies in besides additional the lobbying that has been done by Joe and others and our lobbyist and all that and that needs to be done right away and not lets put it off for somebody makes up some kind of reason. I would like to see that this board immediately see about doing that bring it back to the board the board will then decide do we want that public private thing because they can put the monies in there and see to that it is run right and basically you are going to have all of the riders. You are going to have you know the employees and all that you have got now and see about the efficient operation and we need to do that to help out employees with the transit authority and also to give this ridership and the things that are necessary that we are lacking and struggling with.

Mr. Kicklighter – Mr. Chairman

Chairman Liakakis – yes

Mr. Kicklighter – My point exactly. We don’t need to gather that information that you just requested we need to analyze it. We don’t need to sit in the office and see how busy is and why they maybe don’t have time to produce it. That was my only point I know you are overworked. I think you have done one heck of a job coming off of here and doing what you are doing in your position. Just it is just watch it when you switch roles there that is my only point. We are not the ones that gather that particular information when we request it but we do analyze it. And so thank yall.
Mr. Rivers – Mr. Kicklighter, Mr. Chairman

Chairman Liakakis – yes

Mr. Rivers – May I respond, I wasn’t getting at you coming down and sitting in the office. Most transit systems as they operate most transit systems that have managers operate in committees and they have committees of certain things within so they come down and they advise. So you know this board regardless if we get a public private partnership or weather we get another management company or an individual we need to be more educated as to what transpired within transportation and we need to become aware of all the rules and everything when we are setting policy.

Mr. Kicklighter – thank you

Mr. Rivers – that is all I meant. Maybe I might of got it over

Mr. Kicklighter – thank you very good.

Chairman Liakakis – Patrick

Mr. Shay – Mr. Chairman I would like to go ahead and make a motion then that we make sure that next week the RFQ RFP goes out to those providers and we place a reasonable amount of time for them to be able to respond. I think it is going to have to be an open ended request. But the point to it is we move forward aggressively with receiving these proposals and be able to evaluate which one of these tracks we want to take. I am like you and am fascinated with the public private partnership. But that is a complicated deal with it comes time to look at it. So we are going to all of us as board members need to have time to look at the information. My sense of urgency is lets go and get the information. Let’s go cast the net. And let’s get the information as quickly as we can.

Chairman Liakakis – Well, one of the things I would like to comment on that, you see if we get somebody who is knowledgeable and has the experience and has run system and we get an individual to do that. That is not going to get us any more money. If we hire a company like first transit they are going to run it like it was before, we do not get any more money from them. And the reason why I am saying is the private public thing to help this particular system is where we can get resources from them .The other two we cannot get resources from them. And I understand what you are saying because you know some of the companies to if you are putting it out on an individual and a company, to do that Patrick, what happens they see that and oh and so they are going to compare us and they will not make an attempt at it. That is if you read some of those things from those magazines that you get about that that is what is in there in some of the stories.

Mr. Odell – What procedure will we establish so that this board has ample My concern I think public private get immediate money into the system but the devil is in the detail and private organizations is not going to comment substantial amounts of money without some substantial expectation of return and what will we have to give up in exchange? I
think it is a little premature, I agree with Shay, what we need is cast a net lets develop a system so that we have input and can concurrently evaluate the three options. The three options, private public coalition sole manager type or a company like first transit. I would like to suggest that board members be a part of the initial evaluation that board members or there designees be part of the evaluating and rating system.

Mr. Kaigler (Michael Kaigler, Chatham County Director of Human Resources)- Mr. Chairman and members of the authority, just to give you a little brief update as to where we are. I think some time ago the board instructed staff to begin this process. We have already started this recruitment process for a executive director. We have worked with Mr. Rivers and Tom Thomson to develop an RFQ for the management and public private partnership. What we envisioned happen is once we get the responses from the RFQ, we will give them to the board to let you look at those. We as a group had suggested and we think it would be prudent at some point in this process that you have some kind of presentation on that public private partnership and be able to make a decision once you have got that document that information in hand. However you structure that we will bring information back to the board once it is available.

Chairman Liakakis - Patrick

Mr. Shay – Mr. Chairman, what I am hearing is that the RFQ is already being composed? It is ready for the streets?

Mr. Kaigler – It is ready for the streets, I have got a little more tweaking to do. I want to get back with Mr. Rivers and Mr. Thomson before we put it on the street. But hopefully by the end of next week we will be able to go live with that.

Mr. Shay – I don’t want it to be hopefully

Mr. Kaigler – yes sir

Mr. Shay – I have been hopeful for months. I want something out there. Although I like the Chairman’s suggestion why don’t we cut to the chase? My problem with that is we have already set out on this path at looking at all three and I don’t want us to back up and then take another couple of months to decide what form that RFQ is going to take. I think we need to get out there and find out who is interested they are going to raise a meriod of questions that are going to have to be worked out. And we as a board are going to have to put input what the answers to those questions are. So let’s go cast the net. Come back and show us what is is in the net. We will have a chance to figure out which direction we want to go at that point.

Mr. Kaigler – Yes sir, we will do that. Will also give you a status on what we anticipate the time line is for you to get those responses back.

Mr. Shay – And that was my motion. That we go out next week and get this RFQ out there
Chairman Liakakis – to all three

Mr. Shay – Well the one for the individual is already advertised so we are already actively seeking individuals seeking the second one the one I want to go out next week allows the possibility of either a management company or management company who is willing to also invest in the what I would call the plug ins to the system. Remember the core system we are still going to be responsible for managing that like we are right now. The leveraging effect that is going to be the inducement they will be able to go out in the private sector and put plug into our system. They could have taxi’s they could have air port shuttles they could have transportation from here to Hilton head. I had a meeting this past week with the director of the convention at Hilton head and they are desperate to try and find ways to have transportation that plugs into savannah. The market is coming to us. It is just that we do not have a market driven organization if we had this partnership we would be able to leverage those opportunities and the resources to benefit our system.

Chairman Liakakis – Do we have a second on Patrick’s motion.

Mr. Odell – I second the motion with a comment Mr. Chairman. Pat I think that you are right on point and its going to happen. We can either be the leaders or catch up and follow. It is going to happen because there is a business need for it. It is in the future.

Chairman Liakakis – All in favor raise your hand. Motion passes.

Mr. Rivers – Mr. Chairman, I need you to add a couple of things. I need you to add a TEAM authorization for Stephen Hall from the Trade Center to allow him to get in to our team web and to deal with the JARC, Ferry stuff.

Mr. Shay – So moved Mr. Chairman

Mr. Odell – Second

Chairman Liakakis – All in favor signify by raising of your hand. Explain that Joe to Dean.

Mr. Rivers – We are going into our grant systems, we have to have a pin number to work on our grants so I am allowing the trade center to access our team website in order for them to move and create in order to get the grant money on the ferry’s.

Mr. Kicklighter – thank you

Chairman Liakakis - All in favor signify by raising of your hand Motion passes.

Mr. Rivers – Mr. Chairman I am happy

Mr. Shay – Move to approve it now that we have added it.
Dr. Thomas - second

Chairman Liakakis - no we have to vote on this Joe to approve it that was to put it on the agenda. All in favor signify by the raising of your hand. Motion passes

Mr. Rivers – President Bush on last Friday at 2:30 signed the Technical Corrections Bill that allows us to go back and retrieve 50% of our operational cost. So that means listen folks, last year we had in our budget 456,000 with was our operational cost coming from our Feds. The year before that we had 912,000 in our operating that we were able to get. They are restoring that. But remember that 456,000 doesn’t even pay a payroll. So you know we get very little.

Chairman Liakakis – Anyway we are getting money. Meeting adjourned.

Meeting recessed at 12:13 a.m.

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