



CHATHAM AREA TRANSIT®

BOARD MEETING

OF

April 13, 2012

10:17 A.M.

MR. LIAKAKIS: I'd like to call to order the Chatham Area Transit Authority. I call on the Secretary Patricia for the roll call please.

MS. HAWKINS: Good morning, Chairman Liakakis.

CHAIRMAN LIAKAKIS: Here

MS. HAWKINS: Dr. Thomas

DR. THOMAS: Here

MS. HAWKINS: Mr. Broker

MR. BROKER: Her

MS. HAWKINS: Mr. Dawson is not here today.

DR. THOMAS: I would like to ask that Mr. Dawson be excused from the meeting today because of a personal situation.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: All in favor signify by raising your hand. Motion carries.

MS. HAWKINS: Mr. Farrell

MR. FARRELL: Here

MS. HAWKINS: Mr. Gellatly

MR. GELLATLY: Here

MS. HAWKINS: Mr. Holmes

MR. HOLMES: Here

MS. HAWKINS: Mr. Kicklighter

MR. KICKLIGHTER: Here

MS. HAWKINS: Mr. Mingledorff

MR. MINGLEDORFF: Here

MS. HAWKINS: Mrs. Odell

MR. FARRELL: She's here

MS. HAWKINS: Mr. Shay

MR. SHAY: Here

MS. HAWKINS: And Ms. Stone

DR. THOMAS: Present

MS. HAWKINS: That is the roll Mr. Chairman.

Also present at the meeting was Chad Reese, William Law, Ty Butler, Sarah Rayfield and Patricia Hawkins.

CHAIRMAN LIAKAKIS: Okay next on the agenda is the approval of the minutes all of those minutes are they gonna be distributed?

MS. HAWKINS: They have been distributed.

CHAIRMAN LIAKAKIS: Already distributed?

MS. HAWKINS: Yes sir.

CHAIRMAN LIAKAKIS: So they've been distributed to the members of the Transit Authority. All in favor please raise your hand. Motion passes. Under new business: A presentation and request Board approval to issue an Invitation for Bids for installation of passenger amenities. Chad.

DR. REESE: Thank you Mr. Chairman. One of the things that the Board has requested as a follow-up to most of our customers outside of the Transit Center one of the most pressing issues that we've faced at Chatham Area Transit is our Passenger Amenities and Shelters program. And over the past few months we've taken an extensive look, review and examination of where we're at. We've brought before this Board a Passenger Amenities Guideline in which the Board has adopted and at that meeting in November or December we requested that we come back to the Board with an update on where we were with the Passenger Amenities program and so at this point we'd like a small presentation and then request the Board's approval for the issuance of an Invitation for Bids to enhance our Passenger Amenities program. At this point we will Sarah Rayfield to begin the presentation.

MS. RAYFIELD: Good morning. Thank you Dr. Reese. Thank you Mr. Chairman, members of the Board. As Dr. Reese stated I wanted to bring you up to date on where we've come on our Passenger Amenities. We have completed an initial assessment of our bus stop amenities; we will continue to compile information along our transit corridors with the goal geocoding all of the information collected for the purpose of developing an interactive system map. This is all incorporated into the Invitation for Bid request. And ultimately where all of that is going is for the development of a pulse system. Here is an illustration provided to you of how the system works. This does mention trains as well as buses, again its for illustrative purposes and this was the most clear and concise illustration; but the goal is to develop a schedule that makes our

transfers from one route to another with the transfer station. So how this system works is that the buses leave the hub stations which I'll describe here in a minute, and they essentially pull out of that station along the corridors traveling to the next station and then allowing riders to transfer at that point. So it allows a brief period of time where all of the routes will come together at the different transit stations – transit hubs throughout the city allow a few moments for transfer and then pulse back out into the system and continuing this pulsing if you will, throughout the city. What this does for the benefit of our passengers, is it reduces the time that they're waiting to transfer routes and it increases their ability to mobilize throughout the city reliably and effectively. So I mentioned sort of these transit hubs and essentially what that equates to is what we've defined as Super Stops this was identified in the Passenger Amenities Guidelines that the Board adopted in November. We have identified four (4) Super Stop locations. This would be Eastside Transit Center exact location to be determined later, Oglethorpe Mall, Savannah Mall and the Wal-Mart at Montgomery Cross Road. This essentially would be an upgrade stop. This is currently a stop with several amenities; it would be upgraded to a Super Stop all of the Super Stops would then support the Downtown Intermodal Transit Center. This is again just an illustration of what a Super Stop would contain. It'll be equipped with bike racks; the Bike Share program where you would be able to transfer from transit onto bicycle. You would have real time information, system map, you would have benches, shelters, lean bars, it'd be ADA accessible...etcetera and this is just for illustrative purposes but this is what we're talking about when we're referring to a Super Stop and the amenities would be included. As part of the IFB we've identified 25 locations for shelter installation. We are basing these on the needs along our highly traveled corridors; primarily Abercorn, US 17 and Waters. We've also identified a shelter location at the new detention center and also at Montgomery Cross Road at Skidaway in the Sandfly area. Yes.

MS. STONE: My I ask a question? You're saying that these need for shelters are based on the use. There are several locations in my district that I believe if there were shelters that there would be more use. I'm a little skeptical of this data because I believe if some of the amenities were there that people would use the bus more, but there a couple of places along my routes that there aren't even any trees and so if its pouring down rain or if its 98 degrees outside no one's gonna stand by a pole.

DR. REESE: Well if we could continue the presentation I can address that question because its-

MS. STONE: I just want to know how the data was received because it would seem to me that what came first the chicken or the egg.

DR. REESE: It's a three prong approach that we will—I'll explain at the end that to hopefully address it.

MS. STONE: Okay.

MS. RAYFIELD: Thank you. We've also identified locations for 13 Sombero-style shelters that we can install in the system and these can be installed in the low density corridor. The other part of the Invitation for Bid requirement is installing between 40 to 50 shelters—excuse me, 40 to 50 benches, but I also wanted to give you illustration of the shelter and what would be included with the bench and the trash receptacle...sorry, got ahead of myself. Also as part of the IFB would be

the installation of benches and this would be approximately 40 to 50 benches that would be installed throughout the community, this too is based on the ridership along those corridors and any instance where a bench would be installed we would also go ahead and pour the concrete platform so that we can come back later and equip the site with a shelter. That essentially concludes the presentation but the goal, and hopefully this will address your concern Commissioner Stone is that this would be the first Invitation for Bid to begin the installation and this would be something that we would continue on an annual basis would be to continue installing shelters and benches throughout the community to eventually reach the goals that were presented and agreed upon in the Passenger Amenities and Guidelines in November of equipping at least 50% of our bus stops with benches and at least 25% of our stops with shelters. This is the initial piece of eventually getting to that long term goal.

DR. REESE: If I may, the concept behind the Pulse System and if we fly out of Savannah we're accustomed to it; if we take a plane from here and we go to Atlanta you'll notice that you roughly have a 45 minute or so layover because planes come in around a certain specific point and then they all depart. Well it's the same way it works with the bus system – Pulse System. One of our major issues with our service now is the difficulty it takes to transfer from one route to another because we simply don't have the space capacity to do so along MLK and Broughton and so on and so forth throughout the system. Once the new transit system opens up you then would have a seamless and transfer approach so roughly people can cut the – our customers can cut the average trip time down by as much as 20%. So once the new transit system comes on line, in order for it to be successful you also have to have these Super Stop locations for your cross town routes to also transfer with them. So you have the Transit Center and the Super Stops that go hand in hand with each other. The second approach is we have these shelters and in the past we budgeted roughly about \$100,000 to \$150,000 a year for shelter construction thus over the past ten years we've built on the average of ten shelters a year for the past ten years. What this approach does is it scraps that concept to a degree; we've gone back, we've approached the federal government and we've upped the budget for Passenger Amenities through our work with the FTA to come up with \$500,000 a year to do it. So as oppose to building ten shelters we're proposing to build four (4) Super Stops as many as 20 to 25 shelters. The next approach is as you go throughout the community you see a number of locations where we have a bench or a trash can and planted at grade; they're on soft soil. So the approach is that we lay the platform, we put the benches, easier to clean, easier to maintain and at a later point we can come back and install the overhead canopy thus we've drawn synergies in terms of upgrading our overall passenger amenities approach. What we've done is we've used the diagram in terms of quarter location, ridership information, so on and so forth to develop ranking of all the stops. So all the stops ranked in terms of priority need based upon customers and the shelters will follow that diagram. We have other locations which are lower density and not along major corridors where we have – we have sombrero-type shelters that should not be installed along major corridors but are better for lower density areas. So we've identified 13 locations...we have that many in stock to install those lower density areas. Some of those are in the Sandfly area and so we've identified what those are to be installed there. So we'll be installing again shelters, roughly up to 50 benches and trash cans, up to 25 shelter, 13 Somberos and 4 Super Stops and the game plan is to have all of this installed and ready to go by the end of this calendar year. It's a very aggressive schedule in which have in place in order to be able to do it.

CHAIRMAN LIAKAKIS: Tabitha.

MRS. ODELL: Hi, why do you have that bar on the bench that are on the benches; that big cumbersome bar?

DR. REESE: To prevent people from sleeping there.

MRS. ODELL: Okay but it seems like when you see mothers there with multiples of children, it seems like it kind of encumbers them from getting them, holding them or...seems like it penalizes other people besides the homeless people.

DR. REESE: It's called a vagrant bar there to prevent people from sleeping and you know that's something that we can look at and address.

MRS. ODELL: We live on the Southside and there's a lot of apartment complexes on the Southside and there are a lot of women with multiples children that go to the bus stops that I pass in the mornings and it seems a little difficult when you have two kids in diapers and you trying to get them to sit down and they have that big bar there.

DR. REESE: Okay, we'll take a look at that.

CHAIRMAN LIAKAKIS: Okay -

MR. HOLMES: Dr. Reese at your Super Stops, would there be any technology board giving –

DR. REESE: What would take place at the Super Stop is that we will be coming back to this Board to issue a contract within the next couple of months for Intelligent Transportation Systems as part of that we will have dynamic signage installed at those Super Stops in addition to the dynamic signage we will also have speaker capability audio visual so at all times at the Super Stop as well as the Transit Center those locations will be monitored through our Control Center through live remote.

MR. HOLMES: Thank you.

CHAIRMAN LIAKAKIS: Any other? Okay we need a motion on the floor to approve the Invitation for the Bids.

MR. BROKER: So moved.

MR. HOLMES: Second.

CHAIRMAN LIAKAKIS: Alright all in favor signify by raising your hand. Motion passes. Next item request Board approval for the purchase of four (4) Goshen Coaches GC11 2012 Chevy Diesel G4500 on State of Georgia Contract No.: EQ-48400-819.

DR. REESE: Thank you Mr. Chairman. We had—staff is recommending—requesting Board approval to purchase four (4) smaller cut-away vehicles to be used along existing fixed routes. We have a few fixed routes that have a low overall ridership and in terms of a strategy or initiative we began last year in right sizing our fleet, for instance on our major corridor such as

Abercorn we have forty foot buses which are appropriate. We have certain routes where we have 30 and 35 foot buses yet we carry 8 to 10 passengers per hour and we've identified a fleet or type of vehicle that can meet the operational needs that is at a lower operating cost and we've reached an agreement with our collective bargaining agreement for a lower operator rate as such the subsidy to operate those lower performing routes would be less should the Board approve this request.

MR. KICKLIGHTER:

CHAIRMAN LIAKAKIS: While you're talking on that, make sure you have one of your staff to call all of the members to remind them of that meeting.

DR. REESE: Yes sir will do. And we are in the – we will be scheduling the groundbreaking for the Operations Center or for the construction of the groundbreaking for the Operations Center. It will be somewhat different than with the Transit Authority, we're hoping to have community event and engage the community so it will probably be an all day affair on one Saturday that we're planning for to invite the Board members out, different people of the community to take part in what we're doing. And last thing, also in April we will have the Roadeo and employee picnic that we'll be inviting the Board to.

CHAIRMAN LIAKAKIS: Go ahead.

MR. DAWSON: Yeah, Chad I just had a question, I mean I know with our main line system we're getting more accurate data through AVL; the data that comes on Teleride, I mean its 98% ontime performance; we're not getting that through AVL.

DR. REESE: We're not. That is a manually reported system, so once our new AVL system comes online that will be electronic information and we'll have a different mechanism because then we will have real time tracking of every passenger in terms of when they board deboard and it would be greatly computer assisted to improve the efficiency of it.

MR. DAWSON: I mean do you have a sense of how – what the veracity of these numbers? Because some of the anecdotal reports that I hear kinda call that into question.

DR. REESE: Well one of the things that's important to know, I guess we've got a couple of complaints that have come down from Board members in the past month on the fixed route side and one of the things that we're doing differently now is we're going back with the cameras with the AVL and researching that information; case in point, the latest one came through where a gentleman was highly upset and said he waited over thirty minutes for a bus, well the bus in fact, was seven minutes late and if you looked at the camera from the previous bus and it was on time and the next bus was seven minutes behind schedule. But he went to two or three different Board members saying his bus was thirty minutes late and he was late for work and in fact the bus was late. So we have some of that and so what we're using now is we're using the technology on the fixed route side to help us with our customer service issues and so soon that will be coming to the Teleride program as well.

MR. DAWSON: Okay do you have a rough projection of --

DR. REESE: We are probably six to nine months away before that system's up and running.

MR. DAWSON: Okay.

CHAIRMAN LIAKAKIS: Patrick

MR. SHAY: Mr. Chairman the increase in ridership productivity, I think we should take a moment to think about what an amazing accomplishment it is; in one month year over year an increase of 19%. I mean clearly people are more and more looking at Chatham Area Transit as an acceptable choice for their commuting to work and to healthcare and to education and I would like to commend all of the people that are associated with Chatham Area Transit for continuing to make this progress. We've got a ways to go there's a – we can improve even more. It's not like the – all the goals have been met, but when we get to the point where we're able to say that we've had almost a 20% increase in ridership for the month of January year over year, I think this is real amazing accomplishment and the fact that we're now at the point where ridership is up over 320,000 people. That's amazing; I think that's good work and I want you to commend your staff or professional frontline people. Apparently we're doing something that's a whole lot more appealing to the folks that are out there. I know gasoline prices are helping us, but it doesn't matter how much gasoline cost if they don't look at Chatham Area Transit as an acceptable choice for their transportation needs.

CHAIRMAN LIAKAKIS: Dean.

MR. KICKLIGHTER: In an effort to show that republicans can compliment even democrats I'd like to also share the credit with President Obama for the high gas prices. That helps out to so thank you y'all did a good job....Odell that was a joke, you suppose to laugh at that.

CHAIRMAN LIAKAKIS: Okay I see in the audience your Vice President of Risk Management we really appreciate him for working with our local Transit Authority cause that's really important to reduce the accidents and to have a more safety atmosphere for our area. And of course I see our Vice President who really supports Chad our Executive Director is the Vice President Ake who does an excellent job in making sure that Veolia comes to help out in our endeavors to give better bus service to our community. And Chad I have to say this again I've said it before; you have made a big difference in with your leadership running and putting things in place for our Chatham Area Transit because we get compliments of course you always handle things when we have some citizen as we have mentioned the bus was only seven minutes late, but anyway to go into that whenever its possible to take care of the situations that our people who are passengers.

DR. REESE: Thank you Mr. Chairman.

CHAIRMAN LIAKAKIS: You welcome. Number 5, Unit Updates Service and Delivery updates Chad.

DR. REESE: Yes sir the Service and Delivery update which shows detail analysis of route by route performance is in your packet as well as ontime performance and I'll be happy to entertain any questions that you may have.

CHAIRMAN LIAKAKIS: Okay, financial update.

DR. REESE: Yes sir thank you Mr. Chairman, the financial update is in your packet for your review and I'll be happy to entertain any questions.

CHAIRMMAN LIAKAKIS: Any questions? Okay the next is the System Development Department Update.

DR. REESE: Yes sir on System Development the information is in your packet. One of the biggest things that we have is that we have finally broken ground on the Transit Center thank all of the Board members for your support through the process of getting the Transit System approved and you'll see the shovels underway, but thank you all for your years of dedication for this project and your support of me and my staff in terms of making that a success.

CHAIRMAN LIAKAKIS: Alright, now next on the agenda a very important item that we have here, Board consideration for the naming of the CAT Downtown Intermodal Facility, James Holmes.

MR. HOLMES: Mr. Chairman, Chad thank you for placing this on the agenda for this discussion. Chad I must say congratulations; I've been to a lot of groundbreaking ceremonies and the one that we held on the 29th pretty neat and elaborate. I kind of talk to our staff some time I want to see our groundbreaking get up to that standard when we do the next one, not taking away anything that they have done. But on the agenda you'll notice that – I've looked at that facility down there and once we build that facility we have a name for it but then I want to take it to another level see if we can rename it in honor of one our diligent (in audible) work it over the past. In 1984 this young energized young man was walking the streets in Savannah and it was hot and happened to have been by his side. He was campaigning to become the 2nd District County Commissioner. We sat in headquarters one afternoon and we said well what can we do to bring some attention to our candidate and he himself came up and said "Well you know what, I'ma ride the bus. And when I ride the bus, I'ma get on the bus and I'ma ride all the way round from East Broad Street to West Broad Street. And we gone talk about transportation." And when he got on the bus there was two tv cameras following us around asking him questions. "What's some of the changes he's gone bring to Chatham County when it come to transportation?" Well in 1984 and this is 2012, that was some 32 years ago and I need not say the change that happened when we got this guy elected to 2nd District County Commissioner. And I would like the blessing from this Board and you Mr. Chad and your Board. I have a resolution here that we put together Mr. Ty have looked over it, put all the verbiage in it and at this time I want to ask Dr. Priscilla Thomas to read it and we can act on it after that Ms. Thomas.

DR. THOMAS: Please forgive me I do not have my eyeglasses on. Good morning. This is truly an exciting time for me because when I came on board; I got elected in 1990. This man was one of the ones that took me by the hands and taught me a lot of things. He's known as Mr. Transit that's what they've been calling him for the past several years. I'm delighted this morning to

read this resolution and the resolution states: Whereas the Chatham Area Transit Authority (the “Authority” or “CAT”) was created by the Chatham Area Transit Authority Act, an Act of the General Assembly of Georgia approved March 28, 1986, and effective on January 1, 1987; and Whereas the Honorable Joe Murray Rivers, Jr. was instrumental in, and a moving force behind, the creation of the Authority as a successor to the Savannah Transit Authority and the transition from STA to CAT; and Whereas, as a member of both the Board of Commissioners of Chatham County and the Chatham Area Transit Authority Board, as well as in Interim Executive Director of CAT in a time of need, Joe Murray Rivers, Jr. has for several decades been the advocate and voice for public transit and on behalf of those in need of public transportation in Savannah and Chatham County; and Whereas Joe Murray Rivers, Jr. was, and has been for at least 15 years, one of the steadfast visionaries in the forefront of advocacy for a centralized public transit center to serve CAT’s public transit system and its deserving patrons; and Whereas, as a result, in no small measure, of the advocacy, persistence, and diligence of Joe Murray Rivers, Jr. in working over the years with all of the constituencies and stakeholders with an interest in the development of such a public transit center, ground was broken on construction of a beautiful and beneficial Chatham Area Transit Downtown Intermodal Transit Center at 610 West Oglethorpe Avenue, South Oglethorpe Ward, in the City of Savannah on February 29, 2012, with Joe Murray Rivers, Jr. in attendance; and Whereas this Authority Board deems it only warranted, well-deserved, and proper that the time, effort, and spirit expended by Joe Murray Rivers, Jr. in these endeavors be duly recognized and acknowledged at this time and from henceforth in a manner befitting the same before the citizens of the City of Savannah and Chatham County and, in particular, the patrons of public transit in this community; now, therefore, be it resolved by this Chatham Area Transit Authority that the Chatham Area Transit Oglethorpe Avenue public transit center be, and it is hereby, officially named and designated the Joe Murray Rivers, Jr. Intermodal Transit Center; and be it further resolved that a true and correct official and original copy of this Resolution, signed, attested, and sealed by the Chairman and Secretary-Treasurer, be presented to Joe Murray Rivers, Jr. with this Board’s gratitude and compliments adopted this 9th day of March, 2012: Chatham Area Transit Authority Pet Liakakis, Chairman, Patricia Hawkins, Secretary-Treasurer.

CHAIRMAN LIAKAKIS: I’d like a motion on the floor.

MR. ODELL: So Moved.

CHAIRMAN LIAKAKIS: I need a second.

MR. BROKER: Second.

CHAIRMAN LIAKAKIS: Comments now. Its Harris and then Dean.

MR. ODELL: James I personally thank you for bringing the resolution. I think most of us know Joe Rivers and ones contribution to his or her community is most often determined by those who write the history. You could have been the greatest thing since Adam, but if the writers of the history do not feel that aspirin was a miracle drug then you receive no credit or historic benefit. If we look at the history of Chatham Area Transit Authority there’d been one person who consistently been a major support. We’d be debating issues and Joe would tell Dean and myself that “I’ll die for CAT”. And we would jokingly say “well we’d get sick, but we don’t think we’d

die for CAT". This is not out of character for or out of precedence for what we've done historically and I bring to memory that we named a facility after a former Commissioner and I do say that he is a Republican Commissioner Frank G. Murray Center that's still in operation and we did that because Frank had worked very diligently for that center and we expressed our gratitude by memorializing his effort. And I would urge everyone to – this center needs to stand for more than just bricks and stones, this center needs to represent character and our commitment to those who have less. Wealthy people really don't need government. If you have money you can hire a whole team of lawyers and you can hire politicians; you really don't need government. Most of our people who ride our buses need government and their advocate has been Joe Rivers and I'm gonna strongly support this because Joe Rivers even when he had a thousand other things to do, always had time for CAT, always had time for CAT. Thank you Mr. Chairman.

CHAIRMAN LIAKAKIS: Okay all in favor-

MR. KICKLIGHTER: Wait Mr. Chairman.

CHAIRMAN LIAKAKIS: Go ahead Dean.

MR. KICKLIGHTER: I just want to point out and yeah...I actually wrote that down what Commissioner Odell said, we had some good laughs on that. He actually stated that he would die for that transit center so I can't – I definitely do not oppose naming this after this gentleman, but I do want the public to know for the record is that in my opinion there are two people sitting on this Board right this second that are equally qualified for that building to be named after if we're naming after people rather than thinking of marketing ideas like the private sector; how to increase ridership and promote what this is we're building. To be quite honest from a marketing standpoint the Joe Murray, any name, Rivers, Jr. Intermodal Transit Center, that's not a big draw. If we're gonna put a name I think we can easily add two more that have worked their butts off for this and that's Dr. Thomas sitting on my left and Patrick Shay sitting down there on my right. There's, you know, between the three of them that was the push to get this facility built; and you know, so before we jump naming just because someone's off this Board there's two others highly qualified for this right along with it. If we're gonna stick today to naming after a person, I would say let's get a little creative or I would urge the Board to get a little bit creative with this and maybe name it Rivers Exchange be the bold heading and underneath it the Joe Murray Rivers smaller right under—Rivers Exchange Intermodal Transit Center. Its right by the river and you know, sits down there but I think we need to keep while honoring someone's hard work in the past, we need to keep the future of viability of what we're trying to accomplish in the future of this organization and marketing and all of that keep that in mind when we're doing this and let's name it something that will honor the gentleman that deserves an honor, but also help the cause of increasing ridership and letting people know exactly what we're building and spending millions upon millions to do out there so my recommendation would be that. I just jotted down kind of pretty simple Rivers Exchange and just put the name right underneath, but where people would know where they're heading and take the name in honor of the gentleman too, but if we're naming after a person the two people on this Board I'd love to see their names right there on it with it because they've worked equally as hard they've just never told me and Odell that they would die for that center. That's it.

CHAIRMAN LIAKAKIS: Patrick.

MR. SHAY: While I appreciate Commissioner Kicklighter's kind words, but I think the resolution is appropriate as it is and I'm gonna share with you a little bit. I remember being in—for the second time today I'll mention my own church Sacred Heart Church with Joe Murray Rivers at Mass one time and it was when, frankly this Authority was going through some of its' darkest times that it had ever experienced in my tenure up here. We were in the process of losing a management company and didn't really have a great strategy for how we were gonna manage in the meantime and it was right after Mass and I hope God will forgive me for speaking business in the temple. I said to Joe Murray "Will you take this on?" I wasn't the first person to ask him; I just asked him if he would take on the Interim Executive Director role and I remember we were standing up and there's a beautiful stain glass window in this church that has a panel of the guardian angel there. The guardian angel is there with a shield and a sword, okay. Dr. Thomas you have been that shield, and I promised Joe Murray that if he took on that obligation that I would be his sword; but lets not forget that the guardian angel was Joe Murray Rivers. We all deserve credit for the perseverance Dean you do to. But I think that its appropriate that we would choose to put his name however it makes sense and have his name on this facility forever. He was and is this system's guardian angel.

DR. THOMAS: Mr. Chairman.

CHAIRMAN LIAKAKIS: I'll let Harris and then you.

MR. ODELL: I'll yield to doc and then I'll come back.

DR. THOMAS: Very quickly. I just want to say that all that has been said is great and everything. I have no problems with this our resolution and I'd like to thank my colleague for acknowledging all of the hard work that, yes, we have done. We put in long years of service; but I think today looking back at what this man has done from the beginning up to now I think its most fitting we move forward with this and I recommend that we go head and take the vote after Commissioner Odell makes his statement.

MR. ODELL: I'm not in opposition to what has been said. I like the resolution, but I also like the marketing concept Dean brought up which is good and when I heard Dean make the comment it reminded me of something that my father would often tell me and my brother Dean and we would say "Every now and then a blind hog finds an acorn". But with that.

MR. KICKLIGHTER: So you just called me fat and stupid.

(Laughing)

MR. ODELL: No

DR. THOMAS: The concept, I have no problem with the concept.

MR. ODELL: No but what I wanna do is get this approve, but I also want to look...Dean I'm always amazed at your creativity the marketing strategy...I like conception. I like that and we have an excellent Executive Director who will bring that into focus and unless there's another Commissioner or Board member who'd like to speak I'd like to call and to question

CHAIRMAN LIAKAKIS: All in favor of the resolution raise your hand, motion passes. Okay the next...Chad do we have something in Executive Session today?

MR. BUTLER: Discuss a legal matter.

CHAIRMAN LIAKAKIS: A legal matter?

MR. BUTLER: Yes.

CHAIRMAN LIAKAKIS: Alright we are going to recess for a few minutes for Executive Session on a legal matter. We'll be right back out to continue with our regular meeting. If everybody could come on into that area.

RECESS FOR EXECUTIVE SESSION

CHAIRMAN LIAKAKIS: Lets go, Ty would you make a statement now.

MR. BUTLER: Yes there was no action or vote taken in the Executive Session, but then the session was open to the public and a vote was taken to approve a workmen's compensation settlement.

CHAIRMAN LIAKAKIS: Okay, alright then we will go into – we'll adjourn this Chatham Area Transit Authority and go back into the County Commission Meeting.

Meeting adjourned at 11:10 a.m.

Respectfully Submitted by:

Patricia R. Hawkins, Secretary-Treasurer
Chatham Area Transit Authority