



BOARD MEETING

OF

September 18, 2012

11:14 A.M.

CHAIRMAN LIAKAKIS: Welcome to our Chatham Area Transit Board of Directors this morning for September 18th. I now call the meeting to order and all of the members should have been distributed the minutes from the meeting on August 21st. Need a motion on the floor for approval.

MR. BROKER: Move for approval.

DR. THOMAS: Second.

CHAIRMAN LIAKAKIS: Motion on the floor-

MS. HAWKINS: Excuse me Mr. Chairman.

CHAIRMAN LIAKAKIS: Yes.

MS. HAWKINS: We need to do roll call.

CHAIRMAN LIAKAKIS: Oh Pat! Yeah, we can't forget you. What it had over here it didn't have that on the agenda.

MS. HAWKINS: It doesn't?

MR. LIAKAKIS: No. It just says call to order and the approval of minutes.

MS. HAWKINS: Please accept my apologies.

MR. LIAKAKIS: No that's okay. That's fine. We'll do the approval of minutes and then I'll do the roll call Patricia.

MS. HAWKINS: Okay.

CHAIRMAN LIAKAKIS: Alright thank you. Okay we have a motion on the floor and a second for approval of minutes of the last meeting all in favor signify by raising your hand. Motion passes. Okay now we'll have roll call Patricia.

All Board members voted unanimously to approve the minutes from the August 21st Board meeting,

MS. HAWKINS: Good morning everyone. Chairman Liakakis.

CHAIRMAN LIAKAKIS: Here.

MS. HAWKINS: Dr. Priscilla D. Thomas.

DR. THOMAS: Here

MS. HAWKINS: Mr. Broker

MR. BROKER: Here.

MS. HAWKINS: Wayne Dawson

MR. DAWSON: Here

MS. HAWKINS: Mr. Holmes is not here.

MS. OSBORNE: Mr. Holmes is out sick.

MS. HAWKINS: Okay. Mr. Mingledorf

MR. MINGLEDORF: Here

MS. HAWKINS: Ms. Osborne

MS. OSBORNE: Here

MS. HAWKINS: And Ms. Stone

MS. STONE: Present

Also present at the meeting was Chad Reese, Terry Harrison, Ty Butler, Ramond Robinson, Erica Franklin, Curtis Elswick, Eli Karatassos, Mike Ake and Patricia Hawkins.

CHAIRMAN LIAKAKIS: Okay next we'll have action items and under A approval of the CAT Board Policy of course it was tabled from the last meeting so Chad if you will have some discussion on that and we can go from there. All of the members were sent that information.

DR. REESE: Thank you Mr. Chairman. At the direction of the Board I have – we've looked at revising the last Board Policies that went out and made them more direct as oppose to objective in nature and we've also incorporated specific references from the CAT Act to be incorporated into the policies. We set out the Board is, its membership structure, its legal limits in terms of liabilities. What duties the Board of Directors as well as duties of the staff have been spelled out. I understand from one of the Board members that there are a couple of typos so if the Board chooses to make a motion and approve it, it will be subject to correction of some typos that may be in place. The Board composition is in place. The Chairman, the roll of the Chairman and the roll of committees that are spelled out. That was one of the requirements we were required to do by the Federal Transit Administration was set up Board Committees in order to comply with federal guidelines Board Committees so those committees are referenced. There are three committees: one in charge of finance, one in charge of planning and development and the other one operations. It also calls, in conversation with particular Board members, it lays out a policy for a one day retreat that is incorporated into the program for the purpose of strategic planning goal setting and we've had that in the past however, this is more formal in nature this as part of

the process we will have the Board retreat and set policies for the organization. It also includes a Standard of Conduct which is consistent with state law as well as a Code of Ethics Policy.

CHAIRMAN LIAKAKIS: Dewayne.

MR. DAWSON: Yeah I had a question. We had talked about in the past having a Rider's Committee, is that one of the advisory committees that was contemplated or is that one of the three standard?

DR. REESE: There's already – the Board has authorized there is a Citizens Advisory Committee that's in place; it has not met, but there is a Citizens Advisory Committee which will start meeting. We're projected to start have regular meetings beginning this fiscal year. So we have that committee as well as the members for that committee.

MR. DAWSON: But that would be advisory in nature and not policy making.

DR. REESE: It is advisory not a policy Board.

CHAIRMAN LIAKAKIS: Bill.

MR. BROKER: Thank you Mr. Chairman. I want to thank Dr. Reese for giving us a policy manual that is really specific to the work that we do and that sort of thing. I do – but there are a couple of things in here that are a little bit of – but these are not big deals in the like, but we look to you to give us a policy manual that is really very professional and very clear and that kind of thing and I was looking at just a couple of things that I'd like to bring to your attention. If you look at item 1.4 Structure and Practice of CAT Board. If you look at the last sentence that begins at the bottom there, "Board members must avoid the proclivity of getting too detailed in the day-to-day operations and try to stay focused on policy making level." I understand what you're trying to say there but – and I realize that you don't want us to get into the detail but I don't think you're asking Board members not to get too detailed. I think what you want to say is you don't want Board members to get to involved in the details of the day-to-day operations.

DR. REESE: Right. The regs are somewhat, and of course all federal regs are subject to state and local regs as well, but in general the Board of Directors is a Policy Board and not a Management Board and it's important to distinguish between the two. And so there, in theory, certain limits that should be place upon the Board's authority to distinguish between what's a Board issue and what's a Management issue and so that's what I tried to clarify in terms of the roll of to govern this Board.

MR. BROKER: And I think you did so, but my only suggestion is when you do clean up some of the typos in here you might want to restructure that sentence.

DR. REESE: Okay.

MR. BROKER: As well as if we look at Board Member Development. You made mention of the fact that Board members are provided two free registrations annually at any of the conferences I think. You're talking about that APTA Conference?

DR. REESE: The APTA Conferences yes.

MR. BROKER: They're not really free, I mean –

DR. REESE: Well they are free to the Board members. The Authority pays for them.

MR. BROKER: Right.

DR. REESE: So the way the conferences would work is what the Chairman and I have done in the past is that once we comprise the budget we identify generally we have two registrations for the Annual Conference, one for the Legislative Conference and one for the Board members and so we've factored that into the budget. The caveat this time is once you go at a Board function it's free to the Board member the Authority picks up the tab, but the Board member is also compensated under our new compensation plan for Board members so that is considered a day of work with the Transportation Authority as you know under state law which is limited to thirty days per year.

MR. BROKER: And I understand that. I think it might be better to say that CAT underwrites the cost of two registrations for each Board member each year. As oppose to simply saying we're giving two free registrations 'cause I was thinking well does APTA waive the fee or you know so I think you get my drift on that.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Wayne

MR. DAWSON: I would move to –

CHAIRMAN LIAKAKIS: Let him go ahead did you –

DR. REESE: No, no I have those notes.

CHAIRMAN LIAKAKIS: Okay go ahead Wayne.

MR. DAWSON: I move to approve the manual with the Authority giving the staff the correct typos and the two corrections identified by Mr. Broker.

MR. BROKER: I'll second.

CHAIRMAN LIAKAKIS: We have a second. All in favor of the – wait a minute we have to take it off the table. We have to vote first to take it off the table and I need a motion to take this item off the table.

MS. STONE: So moved Mr. Chairman.

DR. THOMAS: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second to take the item off the table, all in favor signify by raising your hands. Motion passes.

The Board voted unanimously to take the Board Policy off of the table.

CHAIRMAN LIAKAKIS: Now we go with your motion to approve with all of the corrections and additions. Okay, all in favor of this motion please raise your hands. Motion passes.

The Board voted unanimously to approve the Board Policy.

CHAIRMAN LIAKAKIS: Next item; Approval of Participation in the MPO Funds Application Chad.

DR. REESE: Thank you Mr. Chairman. As part of our Interlocal Agreement with the and coordination with the Metropolitan Planning Organization the MPO each in the past CAT has participated through local match for federal funds for planning studies in this situation they've requested funds as part of – which we've received been allocated federal funds and they've asked that CAT participate in the match for the General Transportation Public Transit Studies, but in addition to that the Unified Planning Work Program, Long Range Plan, Park-N-Ride Study, and the CAT Streetcar Feasibility Study. The cost associated with this is about \$64,000 and the funding has been included in the CAT budget already.

CHAIRMAN LIAKAKIS: Any questions? Need a motion on the floor.

MR. BROKER: I move for approval.

MR. DAWSON: Second.

CHAIRMAN LIAKAKIS: I have a motion on the floor for approval for the participation in the MPO funding. All in favor signify by raising your hands. Motion passes.

The Board voted unanimously to approve participation in the MPO Funds Application.

CHAIRMAN LIAKAKIS: Next presentations. Item A; Emergency Evacuation Procedures, Chad.

DR. REESE: Thank you Mr. Chairman. At this time I would like to call Erica Franklin our Director of Safety and Training. At the last Board meeting the Board requested that we give the Board an update on emergency evacuation procedures available at CAT, but also in the interim use it as an opportunity to update the public since the Board meetings are televised about the use of public transportation and the role that CAT plays in our evacuation procedures, Erica.

MS. FRANKLIN: Good morning. Thank you Chad. Okay, so the follow presentation will depict our basic framework as Chad said. It kind of gives a guideline of what we do internally to prepare our employees, the staff, and operators in the event of a mandatory evacuation. It also is a way to educate the public, mostly people with no means of transportation how to evacuate the county. Okay so like we stated in the event of mandatory evacuation this guideline describes the procedures for Chatham County residents with no other means of transportation to evacuate from harms way. And like we mentioned this evacuation want this always to be a last resort. We want people to use public transportation as a last resort to get out of the county so it's predominantly geared around people with no other means of transportation. Those passengers with no other means of transportation will be taken to the Civic Center as their initial destination. Implementation of this plan is directly implemented under the recommendation of CEMA. Chatham Area Transit has partnered with CEMA; if you're not familiar with the acronym it's Chatham Emergency Management Agency. Here is CEMA's contact information, their address, phone number, their website address. They are the primary agency responsible for organizing the plan in Chatham County to evacuate citizens. The County manages and coordinates all resources and personnel during periods of major emergency and obviously Chatham Area Transit has been identified as one of the primary support functions in the transportation area. This is just a screen shot of CEMA's website. It gives everything as far as evacuation information; it also has their contact information as far as re-entry into the county after an emergency evacuation. It has a brief video of the evacuation assembly area which is acronym is EAA, it's a plan established for a place for people to gather so that they can kind of keep an update or a roster of people that are attempting to evacuate the county and make sure that they do evacuate safely. It also has plenty of other information as far as finding an evacuation route, making the decision to evacuate, things to take with you and even updates on pets and how to evacuate your pets. Internal Communication; CAT's Marketing Manager is the single point of contact with the media. And additionally of course there's information about our operations and schedules available on our website which is www.catchacat.org and social media outlets we use such as Facebook and Twitter. Below you can see a screen shot of our emergency information. This is under our page on contacts. It talks about what to do in case of emergency or disaster. It states that we are partnered with CEMA and how to sign up for alerts and updates through CEMA. So internally what we do to prepare, May 2012 senior level management from Safety and Operations within Chatham Area Transit attended the full scale EAAP Exercise. We also attend any other conferences and seminars that CEMA may host. So in the event of a hurricane internally CEMA will first advise is there a potential that it will affect the County. CAT implements their internal plan and our preparation process. We require all employees to stay on board and work during the evacuation process. Adjustments are obviously made to the level of service and thirty-six hours prior to projected landfall CAT emergency preparedness plan is in full effect. So what to do? This is generally directed towards people who are wanting to evacuate as last resort, so once the mandatory evacuation order has been issued individuals with limited transportation options all they have to do is report to the nearest CAT bus stop. We operate under our normal bus routes and service the Civic Center so basically we pick those people up at those stops and we take them to the Civic Center. The buses will incrementally phase down based on passenger loads. We communicate with CEMA and they communicate with our operators and transportation managers. CEMA issues their own cell phones to the bus operators. All they have to do is look for hurricane stops and prominent signs that will be posted. The system evacuation ceases prior to gale force winds jeopardizing safety of all

involved so that way the operators can safely evacuate the buses to their designated safe haven. And we'd like to communicate to all individuals attempting to evacuate that time is very important. You want to arrive as quickly as you can to these stops so that we can evacuate you safely before the gale force winds arrive, okay. Thank you.

CHAIRMAN LIAKAKIS: Any questions?

MS. STONE: I just think this is great.

CHAIRMAN LIAKAKIS: Okay I have a few things. When there was a possibility a few years ago is when a hurricane was headed our way. It turned into a negative situation; the people were told to come to the Civic Center and actually some people who did have, you know, transportation with a family member or something, some of them came over there too, but in that the timing on this is very important. Now when you're talking about posting the signs, are you talking about having permanent signs at bus stops for that information or are you gonna disseminate that thirty-six hours ahead of time to the general public? What is the situation on that?

DR. REESE: If I may, a couple of things, and you can correct me if I'm wrong, once it's in place I do not believe you can take your automobile to the Civic Center if I'm not mistaken.

MS. FRANKLIN: That's correct. CEMA advises that you be dropped off. There will not be parking allowed at the Civic Center.

CHAIRMAN LIAKAKIS: Yeah I'm familiar with that part.

DR. REESE: And second part is according to our internal plan we do go out and we place notices at all the bus stops along the route to notify the public that these routes and these stops will be in service in the event of a hurricane evacuation so we will begin to start running those services, note the service is free at that point. Once mandatory evacuation is ordered the service is free so citizens report to the nearest bus stop. There should be a notice or there will be a notice at the bus stop that says these routes are in service that you can pick up the bus here and be transported to the Civic Center.

CHAIRMAN LIAKAKIS: Now is that gonna be – how far in advance will those notices be there?

DR. REESE: Once we – the first thing that happens is there is a series of events that go into place. The first thing is the Emergency Management Agency notifies us that a hurricane is headed our way. We then begin to go down a checklist making sure that we have operators, making sure vehicles are fueled, making sure our employees have begun to make alternate arrangements for their families because their families will evacuate, but they are required to come in to work and as part of that we will begin to prepare the notices to be placed on the bus stop signs, we'll put out public service announcements. For some of our younger customers who are accustomed to the new age of social media they'll get constant update through Facebook and through Twitter about changes that are happening in the system.

CHAIRMAN LIAKAKIS: Okay now what's the time element that you'll start posting those out and the reason why I'm saying that is you know you have a huge amount of stops around the county on that Chad and it's important because it's gonna take a period of time to get those out. Have you set up a time element –

DR. REESE: Two days.

CHAIRMAN LIAKAKIS: Thirty-six hours might not be enough time and the other thing too is when that negative situation happened before bus drivers did not show up at the Civic Center and then we had to use police officers to take buses, you know, to areas that were designated to take people as a shelter and so we want to make sure you might ask Clayton down there 'cause I think he was on board at the time about that situation and make sure that we've got it in place that all the news media, the radio stations, the tv stations and you know, the newspaper can do it ahead of time of course they go into printing that, you know, that night and this might happen before hand so to give them, you know, ample time for the newspaper to have that timing is really important in a situation like that. We don't want this to happen like it did the last time where we were scrambling and had to director police officers at that time to drive buses. Now in – do all of the bus drivers have enough time now so that they can make arrangements for their families, you know, that they're gonna have to evacuate but the bus drivers will be, you know, called in and they have to take these buses, you know, to those evacuation centers.

MS. FRANKLIN: Yes sir what we've done to counter measure a situation like that from arising again is when we do our run picks we include hurricane routes in that run pick so these operators actually sign up; it's almost like an extra board assignment. They sign up for those in the run pick so they know well in advance that they've picked a hurricane route. Also in any situation where CEMA advises that something like that could affect the county we also do voluntary lists at that point so anybody and everybody that is willing to help that hasn't already picked a hurricane route volunteers. So the people that have picked the board, the hurricane board do know that they take prior requirements and prior arrangement to evacuate their family. They are also allowed or are given responsibility of that bus just as they would have during a normal route to evacuate that bus when it's finished with the part to the transportation portion to our evacuation plan. They can evacuate their family as well on that bus when they are dismissed from service.

CHAIRMAN LIAKAKIS: Another thing, let me go beyond this also. One of things about this particular service I'd like for you to look at the present 2010 that gives you the amount of people in the county that do not have transportation. In 2010 there were 16,000 people in Chatham County that did not have transportation and that means they did not have a friend, a relative or a neighbor that could, you know, that could give them transportation in case something like this was to occur and so we need and then what you need on that Chad, and this is really important to see about once you have that number and then see if you have enough bus drivers and buses, you know, to be able to transport them and then if you don't that's when we need to get with the school board to see about getting the school board buses also 'cause that's gone be really important because we just can't have a huge amount of people over at the Civic Center that won't have transportation, you know in that matter so you can coordinate with the school board to see about that situation to help out because emergency evacuation is very important and we

cannot wait 'til the last minute, you know when they're no drivers or buses from the school board to assist you.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay.

MS. FRANKLIN: Okay.

CHAIRMAN LIAKAKIS: Alright.

MS. FRANKLIN: I will say that the school board is on board actually. They're coordinated through CEMA. CEMA coordinates with all local agencies, Red Cross, etcetera, us of course, the local hospitals, etcetera so they are on board with the current EEAP plans.

CHAIRMAN LIAKAKIS: Yeah, but what the point is that we need to know how many buses some kind of an estimate that we need to know. I understand that CEMA has – what you're saying is gotten with the school board, but the thing about it is how many do we need. That needs to be known ahead of time so we can evacuate safely, you know they get a number of those if they're not additional ones that the CAT cannot provide. Wayne.

MR. DAWSON: Just to follow up on the Chairman's question, do we have any kind of an MOU Memorandum of Understanding like MARTA or to bring in additional buses ahead of time so that we have the capacity to evacuate?

MS. FRANKLIN: What it – what we do typically is CEMA activates at a local level, so first it's activated at the local level from there we would go with GEMA, FEMA it goes all the way up so it's activated locally so if it got to the point where we needed to call in additional then, you know, mandatory national weather service the governor etcetera they issue to the upper level and I'm supposing that they do in that nature I'm not sure that we internally.

DR. REESE: But we can confirm.

MS. FRANKLIN: We can confirm.

MR. DAWSON: The other thing was with the signs. I mean we've got hurricane evacuation route signs up all over the county. Would it not maybe make sense to have some type of sign up prior to thirty-six hours ahead of time so that people could make their individual plans?

DR. REESE: Well the gist of what we try and do is notify them to report to the nearest CAT bus stop. Obviously the game plan would be the major bus stops is what we're looking at because that's – we identify major stops, points of interest, senior citizen homes things of that nature are the key paramount issues that we look at when it comes to the hurricane stops and where they go. So we have those things identified, but the gist of it is report to the nearest CAT bus stop and that's the message we try and get out.

MR. DAWSON: Well you kind of went to the next question I was gonna ask you which is like long term care facilities and the like, I mean we've seen from New Orleans that those seemed to not be planned in advance to what degree do we have a duty to assist those people to get out?

DR. REESE: We use our Teleride services for that. Our paratransit wheelchair accessible vehicles to take part in that as well as our regular fixed route buses obviously, but that's part of the overall plan.

MR. DAWSON: Okay.

CHAIRMAN LIAKAKIS: Helen.

MS. STONE: Just real quickly and if you've said once I apologize, once the buses take the individuals to the Civic Center what happens to the buses then; I mean if we're expecting a category 3 storm, I mean are the buses gonna sit at the Civic Center and drown or do we get them out?

DR. REESE: Macon.

MS. STONE: Macon, okay.

CHAIRMAN LIAKAKIS: Bill.

MR. BROKER: Is it our responsibility to transport people outside of Chatham County or do we leave CEMA to coordinate that; we're a part of that?

MS. FRANKLIN: We rely on CEMA. We're partnered with them; they coordinate all transportation aspects. We're just identified as an essential function.

MR. BROKER: Okay, alright and as I see it, you know we may be able on our buses assuming we have 50 buses available then we can 30 people on a bus we're actually only gonna be able to take out 1,500 people.

MS. FRANKLIN: And that's where the school board comes in too they actually take people from the Civic Center to state designated shelter etcetera.

MS. STONE: But since our buses – I'm sorry I didn't mean to interrupt.

MR. BROKER: That's okay.

MS. STONE: Since our buses are leaving to go to Macon would we then be able to help transport people to the Macon area?

MS. FRANKLIN: That is always an option. CEMA has advised that-

MS. STONE: Okay, because if the buses are going anyway it would seem silly not to have individuals – okay.

CHAIRMAN LIAKAKIS: And the reason why I'm saying all of this I was in civil defense sixteen years and moved up to being Deputy Director. In September of 1979 we had a brand new director only been on the job a couple of days and so I had to direct everything for all the cities and the county and take over that, and one of the things my real concern is while that was going on we could look at that huge hurricane that was headed towards part of Alabama, Mississippi and of course Louisiana and the mayor over there and his people had plenty of times that there was no way in God's, you know way that they could have been missed because they had to be missed and he waited until the last minute, the mayor did, and the governor was partially responsible for that that hundreds of buses got flooded and a number of people died in New Orleans because they did not take care of that and that's my concern you know with a situation like that because I wrote a letter. I had talked to those people in New Orleans you know at their Capitol and all and that situation was absolutely terrible and we don't want to lose any lives you know in our community because something has occurred like that about the buses. Thank you very much you've done a good job and Chad we appreciate you and your staff putting all of this together.

MS. OSBORNE: One thing I'd like to make a comment. We really need to be very blessed. We are very much in a hurricane belt – I'm sorry, thank you. We're very much in a hurricane belt, but you know thank God that we don't get tornados because you do have at least three days thirty-six hours to plan for all the necessary evacuations and the like and that's a blessing and we need to take advantage of that and maximize as the Chairman says what we need to do to keep people safe and out of harms way.

CHAIRMAN LIAKAKIS: Okay, next item; Downtown Intermodal Center and Operations Facilities Update.

DR. REESE: Thank you Mr. Chairman. In accordance with the CAT Construction Manual the Board is required to receive an update on major projects on a quarterly basis and at this time I would like to introduce Curtis Elswick with Skanska to give you an update on the Intermodal facility and well as the Operations facility.

MR. ELSWICK: Good morning. As Chad said my name is Curtis Elswick I am a Regional Executive with Skanska USA Building. I am here to give an update on two of your capitol projects, the Downtown Intermodal Transit Center and the Operations and Maintenance facility renovation and addition. I'll start with the Downtown Intermodal Transit Center. In front of you is a schedule for the project; construction started back in March. We are in a position to turn over the new Greyhound platform in a month and I'll show you some pictures of that, what that's looking like here in a second. The CAT platform will be complete next summer around June so will the interior renovations followed by landscaping and the contractor right now is a little bit ahead of schedule. Contractually he's got to be done by September so everything's looking good. Some pictures of progress, what you see in front of you is the Greyhound platform. The platform is in place the bollards have been installed where the buses will pull up; things are moving fast that is actually already been paved underneath and is in a position to be turned over the middle of next month. Greyhound will start using that platform for their buses. Some more photos of ITC. The picture on your left is not a building; it's actually a dumpster enclosure. It's a nice one. And on your right is a picture of the other end of the building where renovations are going on. You can see where that person that construction worker is standing is actually where a

retaining wall is being poured today and once the Greyhound platform is in place next month they will start working on the foundation system for the CAT platform in this area. Pictures of the inside of the Transit Center, you see framing walls are going up, duct work for the HVAC system is in place. On your right is a picture of the restroom facility. You can see some of the mechanical equipment installed on top and some of the framing that's going on there. For the Operations and Maintenance Facility the current schedule they started construction in May. The fuel tank and island will be completed hopefully before the end of the year. Interior renovations and the bus wash will be done next summer around August and then the building will be turned over back to CAT to use. Contractually the contractor has to be done by September 9th at this point so he's a little bit ahead of schedule as well. Progress photos, some demolition work is going on. They're stripping some of the flooring on your right is actually a utility trench that right now has already been poured back filled with concrete. Some of the foundations for a second floor where a data room will be installed are in place and on the right you see where the bus wash facility has been demolished. I understand they're hand washing buses right now so and then this is the temporary fueling tank on your left that had to be in place before we removed the fuel tanks that are shown on your right. Both of those tanks have been removed with no major issues. Some other activity related to the projects. CAT is in the process of procuring other items such as the bus wash facility, FF&E computer equipment. We are following all of the FTA requirements and making sure we're checking all the boxes and we're also following the CAT Construction Procedures Manual which I believe the Board adopted a few meetings ago. Good news is both projects are on schedule to be completed by next summer and we're within budget.

CHAIRMAN LIAKAKIS: Okay any questions? Any questions.

DR. THOMAS: I don't have any questions, but that's great news.

CHAIRMAN LIAKAKIS: Thank you very much because it's important because we know how this transit facility has been needed for many years and this is just gonna be really great you know for the bus riders to get transfers and to take some of them having to sit out on Broughton Street and all of that. It's gonna be a terrific thing and I've had a few of the bus riders mention hey when are you gonna have that ready for us because unfortunately in the summer time they get heated up and in the winter time they get cold and then when the rain comes if the shelters are not there they have to stand up in the rain so this is really good and we really appreciate it and we want our citizens staying right after that and this is gonna be excellent for them, so thank you very much for participation and Chad for you keeping this thing going.

MR. BROKER: Mr. Chairman

CHAIRMAN LIAKAKIS: Yes.

MR. BROKER: Just one question, early on there was a question about some historical artifacts being found at the site of the Transit Center and I was just curious, have y'all uncovered more or whether you have or not?

MR. ELSWICK: No more as of right now. The digging found some wells and some privies where the platform areas are but the Archeologist has been here and documented it all and so it's covered up.

MR. BROKER: So where'd the stuff go?

MR. ELSWICK: It went with the Archeologist somewhere.

UNIDENTIFIED PERSON IN AUDIENCE: The privies are still underground. We had to photograph them, cover them according to (in audible) guidelines and (in audible).

DR. REESE: Historic preservation.

DR. THOMAS: We can't hear what you're saying.

DR. REESE: We followed the guidelines for the historic preservations. The items that were found they covered up, reburied, they were documented, photographed. We'll keep a record of the photography of what was discovered and they were ordered to cover them up and rebury them.

CHAIRMAN LIAKAKIS: So that it's on the air; we are filming this Eli so just come up here and mention that 'cause we got a lot of historians

MR. KARATASSOS: Usually I wouldn't speak out like that I apologize.

CHAIRMAN LIAKAKIS: That's alright.

MR. KARATASSOS: Yes sir we have consultants on board and they document everything according to the historic requirements, the state and the federal government and they've been documented and they apparently had been found before and the same thing had been done earlier, but it's in good shape. We have not uncovered anymore historical issues, but it was pretty close to the war.

CHAIRMAN LIAKAKIS: The ones that were found, where are they?

MR. KARATASSOS: They were in the ground – I mean they were below the surface. They have to be photographed. They have to be sealed back up and closed back in. They have to be left in tact rather than disturbed. Now there other things that you come across that can be removed, but in this case this was left.

MS. OSBORNE: Actually what was found? What are the items?

MR. KARATASSOS: It was a privy.

MS. OSBORNE: What's a privy?

MR. KARATASSOS: A bathroom it's a commode.

MS. OSBORNE: Oh an historic bathroom. Lord have mercy! Savannah is truly historic; I'm going to the bathroom on that one.

(Laughing)

MR. KARATASSOS: It's left over from an early St. Patrick's Day I believe.

(Laughing)

CHAIRMAN LIAKAKIS: Okay thank you. Next, the next item is Service Changes Chad.

DR. REESE: Thank you Mr. Chairman. The CAT staff has gone out and we continue to refine our system as we move closer to the opening of the Transit Center and closer to the pulse system. We've identified some particular areas that I'll have Ramond talk to you – talk to the Board about that will go into place on October 8th, but with it in mind we have, I think with this we're looking to improve the on-time-performance, the quality of service in some areas that we have previously underserved and to also focus on the economic growth and development as it relates to the airport. I will use this as an opportunity to make note that the Board will be receiving a memo from me. At staff's request, I approved the use of a forty foot bus to be put on the Route 2 in the morning time. I know originally we bought the forty foot buses; I had advised the Board that those buses would only be used on Abercorn. However, on the Route 2 bus which services the airport in the morning we are running into capacity issues; we're actually having to leave people who go to work because the buses don't have the capacity so I made the decision to put a forty foot bus on that route in the morning time to provide those trips, but I'll be providing that information to the Board. This is a matter of record, but at this time I would like to turn it over to Ramond Robinson for an update of the service changes for October 8th.

MR. ROBINSON: Good afternoon or good morning. I will make this very brief. So as Dr. Reese stated for the most part the planning service changes are basically just gonna be service adjustments that will take place on October 8th and this is a part of our Comprehensive Operations Analysis which is kind of in phases which will help with the pulse system once the Transit Facility opens and with that, like he said, we're gonna hopefully address a lot of the economic issues and make sure that people are getting to there jobs, improve efficiencies within our core service, have better on-time-performance, and then address some of the issues that we have gotten from some of the passengers who are utilizing the service everyday. Just to go through and I think you guys have a list of each route. Route 2 we're looking at providing some additional services in the morning and the afternoon. As Dr. Reese just stated or asked the Board for approval of the forty foot bus just to kind of give you an idea of some of the issues we're running into. We're looking at some times upwards of the amount of about seventy passengers just trying to get onto a thirty-five foot bus at 6:30 in the morning so it's a good problem to have, but it's a safety issue nonetheless and we don't want to leave anybody so we're definitely gonna add some more service onto the West Chatham. With the 3A we're gonna shift the midday services from thirty minutes to an hour to kind of coincide with the B services because they both travel along the August Avenue so essentially you will still have a thirty minute service window all day, it's just that it should increase the on-time-performance so that then people will be a little bit more trusting of the service because it will be more efficient going up and down. The 3B will

switch so now the 3B kind of has a 9:30 and then an 11:30 departure from downtown, well now because they are both going on August Avenue the 3A will run until 11:30 which the 3B did and it'll be a consistent time; it won't be a two hour skip it will be actual time so if you try to catch one of them it will go 9:30 11:30. Instead of it being that inconsistent it will be consistent as 9:30, 10:30, 11:30.

DR. THOMAS: I'm just trying to absorb what you're saying because the majority of what you're saying here is in my district and I do have some additional concerns, but we'll work it out.

MR. ROBINSON: Okay, I guess to make it a little bit better so instead of taking a two hour lunch you'll take a one hour lunch.

DR. REESE: We have gaps in service and one of the things we're trying to do is to fill in the gaps. One of the complaints that we get on one of the routes that's coming up in particular is that the bus services the hospital every three hours or every four hours so my premise is that if it's gonna service the hospital it should service the hospital so every trip it's going out it stops by the hospital. It stops by every hour on its way out as oppose to every third or fourth hour. What happens over time is you create scenarios where someone wants to go by this hospital because they to work or they want to go by this shopping center or they want to go by this housing development, but I only need the bus at 7:00 in the morning and the bus goes by there at 7:00 in the morning picks up those two people and continues on and then it comes back to that same location at 5:00 in the afternoon or 6:00 in the afternoon. Well the people who it's designed for know and understand that, but if want to attract new customers and they come and they look well why does it only go here at 7:00 and there's no historical knowledge to place it in context of why it does that. Well that's one of the things that we've run into particularly some of the routes with service changes where people did different routes because their old route was adjusted somehow. Well how do I get to this location on a consistent basis and one of our ongoing complaints is the hospital for instance, the bus runs every two or three hours to the hospital. Well the time is there it's a matter of reinvesting the time reallocating the time to service the hospital on a consistent basis. The same thing is what we're looking at on the Route the 3A and the 3B is that there are two hour gaps in service so if we modify the time – if you look at the schedule sometimes there's thirty minute service and sometimes there's two hour service so take the thirty minute service in the middle of the day and allocate it to make it consistently thirty minutes during the peak and then at off peak hourly service.

MR. ROBINSON: The 4 Barnard, again the same process will apply we're just moving it from thirty minutes to an hour and providing more service to Lamar and Dixon. From our public comments we've got a lot comments that the public is very pleased with that particular move. That's one of those areas where you kind of service it sometimes, sometimes you don't and there's a significant amount of usage that is coming from Lamar and Dixon so this will definitely be helpful in providing a bit more efficiency within that service. The Route 6 Cross-Town the service will end at 9:17 at the Super Walmart and essentially what we found is that in doing this analysis we went through and we identified areas in which the buses are running empty and that's another thing that surprisingly that the passengers are bringing to our attention that there are buses that are running empty and instead of seeing the services run empty on those particular routes to move it to places where they would actually want to have service so that's good to know. To point the Route 11, the Candler we are adding additional trips to Williams Court and

the Rose of Sharon Apartments again another area where we got a significant amount of feedback; the passengers definitely are in agreement to making this move.

DR. REESE: And as you know the Rose of Sharon is one of the neighborhoods where we've gotten a lot of not as positive press as we would like in terms of the frequency of service so what we are doing is looking at enhancing the frequency of service to that facility.

CHAIRMAN LIAKAKIS: Yeah and I've had you know some of those residents over there talking about it because it's been a while before you even got here about possibly discontinuing part of that service or the whole service over there at one time, but thankfully because what you have put into operation now that has helped that situation.

MR. ROBINSON: The Route 12 the Henry service again, acknowledging that we have some services that people aren't utilizing, we'll end the service at 10:33 as oppose to running it any later at West 51st and Hopkins. With the Coffee Bluff again we noticed low ridership on the 8:30 trip so we'll just discontinue it. With the 14 and the 114, we're going to do the same shift, but what we're gonna essentially be doing is making sure that we have 114X making more stops particularly during the middle of the day so that's been kind of a concern during the middle of the day because the buses are kind of right behind each other so people don't know which one to get on because we'll say can't stop here...won't stop here, but what will happen is during the middle of the day to make it consistent the 114 and the 14 will make stops on Abercorn which should again help people in understanding the efficiencies.

MR. BROKER: Just real quickly, yeah the 14s are obviously the routes that have the most riders and we're changing the service where instead of every thirty minutes it's one every hour?

MR. ROBINSON: What will happen is along Abercorn which is the main stretch of it, we have the express bus and the 14 that are kind of running back to back. What they're suppose to be doing is running thirty minutes of each other so along Abercorn it doesn't make a difference because every thirty minutes there's a service that can pick you up. All we're doing is just spacing it out so that now every thirty minutes on Abercorn there's a service that's gonna pick you up.

MR. BROKER: And that is all along Abercorn or within certain parameters?

MR. ROBINSON: It'll be all along Abercorn so with – I think with the express is goes up to the mall, but it will still I think between Eisenhower back, that's the main drag for Abercorn that's the heavier load capacity or even at the Oglethorpe Mall so you'll still have that ability in between there.

MS. OSBORNE: How about this route as it goes out to St. Joseph's hospital?

MR. ROBINSON: We will be making sure that those trips go to St. Joseph's regularly so that's another one of those avenues in which by spawning it out, it just more consistent. The thing that we want to get is more foundation with the Comprehensive Analysis is to get more foundation. Let's make people Assurant of the services so we know that every time it's going to go to this hospital on this hour.

MS. OSBORNE: So can you help me understand something.

MR. ROBINSON: Sure.

MS. OSBORNE: The Route 14 runs Abercorn. What are the beginning hours of that route and ending hours of that route and Sunday through Monday, the whole week?

MR. ROBINSON: The hours – okay the beginning hours are right around 5:45.

MS. OSBORNE: In the morning.

MR. ROBINSON: Right and they usually end right around...um say right around 12. The last trip kind of ends at 11:35 so it –

MS. OSBORNE: How about Sundays?

MR. ROBINSON: On Sundays it's usually 7 to 7 so we didn't change any of the Sundays just the Saturdays and the weekdays so now what will happen in all actuality is that you'll actually have a little bit more service on Abercorn at night because it'll spawn out to Savannah Mall.

MS. OSBORNE: I can recall that there was once upon a time it was very difficult for employees to get to work. I use to work there for twenty-six years on the weekend and we had a lot of bus riders, but I'm glad to hear those hours include the work hours.

MR. ROBINSON: We focus very heavily on the weekday and Saturday and Sunday will come as we continue to move and transition into the system we can continue to work on those things, but now we want to try to tackle the biggest items at this particular time.

MS. OSBORNE: Alright thank you.

MR. BROKER: But Mr. Robinson the – so only the 114 goes to St. Joseph's that correct?

MR. ROBINSON: The 114 yes.

MR. BROKER: Right, so people there will have hourly service.

MR. ROBINSON: Right now today, again, it still kind of inconsistent so you might have maybe a five hour block in between give or take because it's just not a consistent draw. It's very inconsistent so we just want to make it so that it'll be consistent and we'll be doing the same thing every time.

MR. BROKER: Good, I'm glad you're fixing that.

DR. REESE: If I may, if you ever pick up one of our schedules you see gaps in it throughout and the idea here is that we need to fill in the gaps. If we're gonna provide service, then we need to provide it on a consistent and reliable basis. In order for us to be successful we must be clean, we must be safe, we must be reliable and it's not reliable service when the bus runs every three

hours to a specific destination. It's not something you can count on at that point so if you can't on it's subsequent it's not a reliable form of transportation and so that's what we're trying to do and one method is where do we have lower ridership and where can we take those inefficiencies and then reinvest them. So what we're looking at reinvesting those inefficiencies in is service to the airport because right now we provide three in the morning, two or three trips in the evening and we have capacity loads. We have nothing the middle of the day, nothing early in the morning, nothing later in the evening so let's look at and try and develop the service because we know that that's where the jobs are, we know that that's where the growth is in the community so let's try and take the inefficiencies we found and reinvest them in that area.

MR. BROKER: Thank you.

MS. STONE: Thank you. I just made a couple of comments looking at the monthly route analysis. We're still...it's like out of your routes that are comparable that have been in existence long enough you're still not running as positive numbers as I would like to see and some of these routes – some of the ridership is down. My question would be would that facilitate possibly smaller more economical buses to ensure that if the ridership is down over an extended period of time we're not utilizing larger buses and therefore a waist of our resources.

DR. REESE: They're on order so we're expecting them any day and I know I've said that, but they're on order. So for instance if you look at the 11Candler or the Route 20 they have lower ridership routes as well the Route 13. We have smaller buses coming to provide service along those routes.

MS. STONE: But I mean I'm just looking at the monthly and where the numbers are down I just wanna make certain that when these buses come in if the ridership is warranting the larger buses, I would like to see us utilize the smaller more economical buses. The second question and this is more of a statement than a question and I really wish and I'm gonna piggyback on something that the Chairman brought up months ago and that is to be able to bring into our route the areas in West Chatham for Gulfstream, JCB and Mitsubishi because in talking specifically with JCB Mr. Reese and I had a meeting out there about getting some of these employees to gainful employment. We don't have a route that services three of our major companies. And I don't know how to specifically get the ball rolling on that, but that is a huge disadvantage to a segment of our population that needs to get into that area. And I think that we are not providing service to this community that needs to be provided and this is not good. So I would like Mr. Reese to see what we need to do by the next meeting to bring this up. I understand this is probably a Commission issue, but I think that it's very sad that we have got people that want to work in these locations and cannot get there plus we've got businesses, specifically the one that we spoke to JCB, that wants the employees but the employees can't get there so I think that we would be remiss as a Board if we did not look at this and just in looking at your update on your routes.

DR. REESE: Yes ma'am.

MS. STONE: Thank you.

DR. THOMAS: I just want to add to that. I think – first of all let me thank you and staff for all you've done thus far. You've come a long, long way. You've had a lot to deal with; I know,

I've been here long enough to know how much you've had to deal with. I also want to say that I agree with what my colleague's had to say Commissioner Stone, but I think that we're on track Commissioner Stone because that was a discussion in one of our meetings I believe about a week or two ago.

DR. REESE: Yes ma'am.

DR. THOMAS: We were addressing some other issues in that area with the citizens concerning jobs in other areas and I think that Dr. Reese and his staff will bringing back some information to that area so that the citizens of that area will also have continuing input and participation and hopefully that they will get on board and help us to provide the services that are needed out there.

DR. REESE: Yes ma'am. What Dr. Thomas is referring to is we attended a meeting with the Neighborhood Association. They presented us with a petition with several hundred names on it with a request for service in the Garden City area so it's one of the things that we're looking at. In attendance we had the mayor, several members of the City Commission from Garden City so we have some follow up to do on our end in terms of the process if we were to expand service in the Garden City area.

DR. THOMAS: And we had business people as well as a representative from the school systems. One of the principals from I think it was West Chatham School was also in attendance at this meeting. I also want our citizens out there to understand too they really don't understand about the taxation that goes on with it. They feel that you could just put a bus out there and just, you know, do what they're requiring us to do so with understanding and support I think we can do whatever needs to be done if everybody would work together.

MS. STONE: I would hope that would be the case because we are evolving into a community that needs to be able to move people where they need to be.

DR. THOMAS: Exactly.

MS. STONE: And to – I mean the national trend is to as much as possible move away from private automobiles and start using public transportation. It eliminates parking issues, congestion on our roadways, not mention for the folks that this is their sole means of transportation. I think it is somewhat backwards if you will, that we don't provide a way for people that want the job in some of our major companies here to get them there.

DR. THOMAS: And one other thing Mr. Chairman. Now just to give you a good illustration how committed some of our citizens are, and I commend them, because they could be among those citizens out there who are stealing and killing people everyday, but rather than doing that they don't have any means of transportation, they can't get transportation, but what do they do, and I'm telling you about what I know, they walk to a certain point each and every day rain, sleet or snow to get to those jobs and some of them walk more than four miles. Four miles going and four miles coming back and that is the truth.

CHAIRMAN LIAKAKIS: Well what Commissioner Thomas was just saying there's more than four miles because for some of them going to these logistic warehouses and all they get up at three or four o'clock in the morning and walk to work and some, you know it could be six or seven miles there and people don't understand that when the legislation was passed that meant a city in the area could opt out, in other words not participate. Hopefully we can work along with those other cities to see what more that we can do to help out so that we can get those cities to participate because it's good for their city and it's good for their people in those particular areas.

DR. ROBINSON: Thank you all for all the comments. Just to I guess to wrap up here the only other noticeable change that we can identify is with the Waters Routes the 27 and 28. Those are examples of services that don't go to the hospital on every trip and so we're gonna make sure that we have it going into the Candler Hospital on every trip.

MR. BROKER: If I could just ask a quick question, if I remember correctly we had about a twenty minute service on Waters Avenue is that still the case?

MR. ROBINSON: Thirty minute.

MR. BROKER: Thirty minutes between the 28 and the 29 okay. I think it's amazing that we're able to provide that kind of service that kind of frequency on Waters Road. I think that really speaks well of CAT and the service that we're committed to provide the folks that live around that route.

CHAIRMAN LIAKAKIS: Is that it?

MR. ROBINSON: That's pretty much it.

CHAIRMAN LIAKAKIS: Okay thank you very much. We appreciate that. Alright next item is Executive Director's report.

DR. REESE: Thank you Mr. Chairman. A few things of note, ridership was up about 2.6% on the fixed route. It was up about 4.6% on paratransit. Productivity was up. It's important to know, I guess one of the things we've consistently talked about this represents the first year where we've been on a automated on-time-performance and so on-time-performance is up to 70%. With some of the changes we are making now we're hoping to make a push to the mid 80's at this point in terms of on-time-performance over the next few months so that's what we're shooting for. Safety went from .9 accidents per 100,000 miles to 1.3 which is still below the national average of 2 which is light years away from the 5 to 9 that we were averaging per month previously. In complaints, 4.4 complaints per 100,000 passengers is what we received. Another thing that's important to note we will begin the update of our Paratransit Plan which we will have to file with the Federal Transit Administration. We'll have a series of outreach sessions, public hearings and so on and so forth prior to us bringing it back to the Board for adoption by the Board so that program is in place and we're hoping to have it wrapped up within the next month or so and bring it back to the Board for approval.

CHAIRMAN LIAKAKIS: Okay any questions? Bill.

MR. BROKER: Just one question for Dr. Reese and that is I see our performance our on-time-performance with respect to the 14 and the 114 is pretty dismal, I think it's like 60% and 50% respectively. The changes that y'all are contemplating in terms of, you know our service and going to this pulse system and that sort of thing, do you think that we'll see some improvement on that on-time service?

DR. REESE: Yes that's the game plan is to see improvement in on-time-performance and one of the things you'll note is that on the 14 we a significant early ratio which is an indication that there may be some excessive time in that route. So I think what we've done is we've began to reallocate that time to filling some of the voids that we've talked about. On the 114 we've had issues with that bus being late so if you notice it's 31% tardy so hopefully with some of the changes we're making on the 114 will address both of those issues. One route has to much time and the other one has to little.

CHAIRMAN LIAKAKIS: Wayne

MR. DAWSON: I think as much as possible we need to continue to discuss the pulse system and to educate the public on it because there will be a rude awakening, you know and I think we need to discuss it at every meeting and where we're at and what is the pulse system and what are the implications for the riders.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: And Chad one thing so that it'll help up with the ridership and all to increase it when you do make changes either have a news conference or news releases that go to the radio stations, the tv station, and of course the newspaper 'cause that's really important. Because once people, you know, one of those media, you know could really help out and maybe all of them together putting that information out that we can increase our ridership because they see that we have better routing and the time element is better and the things that you have put in place with your staff has made a difference and hopefully that can increase, you know, the ridership.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay, alright next item; Unit Updates Service and Delivery.

DR. REESE: Yes sir the Service and Delivery is provided in your packet and I'll address any questions that you may have.

CHAIRMAN LIAKAKIS: Okay, Finance.

DR. REESE: The Finance as well...in the Finance Report we identify and expenditures over \$1000 associated with operational system. It comes out of the CAT budget and that information is included in your packet as well.

CHAIRMAN LIAKAKIS: System Development.

DR. REESE: System Development is a look at our communications our marketing outreach and any activities that occurred during the month. One of the things that we'd like to take notice of is the advancement of the social media that's taking place and the second thing is we began the strategic planning process update of our five year strategic plan and I'd actually like to thank Mr. Broker and Ms. Stone for their participation in our first steering committee for our strategic plan that's in place now. Hopefully the meeting was very informing to meet hopefully as well for some of the Board members. The program will take about eight to nine months from this point forward and we'll look at the discussing of the strategic plan where do we go forward at our retreat that's probably planned in March or April of next year.

CHAIRMAN LIAKAKIS: Okay and now I'd like to recognize the Vice President of this district and all Vice President Ake who is with Veolia and has done an outstanding job working with our CAT system and of course helping out because that really important and we really appreciate Veolia. Would you like to make any kind of statements today?

MR. AKE: I can't turn down an open mic Mr. Chairman I appreciate that. I just wanted to make one quick comment on behalf of my CEO and my Chief Operating Officer, congratulate the Board on your new structure, and all of the things all of the positive things you have going on at CAT. I attend meetings just like this all over the Southeast United States. The things that this Board and your staff are accomplishing right now are just amazing; two construction projects simultaneously, Comprehensive Operation Analysis, changing your schedule structure to make it more user friendly it's just amazing and new buses...I keep hearing new buses on the way I haven't seen any yet. Congratulations and Veolia is a proud partner hopes to continue that partnership for the foreseeable future.

CHAIRMAN LIAKAKIS: And hopefully that we can do things together so that we can make our relationship even better than it is by getting things done. Thank you. Okay next Old Business anything.

DR. REESE: No sir.

CHAIRMAN LIAKAKIS: Well I want to talk about old business, of course it's old right now, but the situation with the Transportation, you know that SPLOST funding for transportation that one cent sales tax it really hurt because did a lot of lobbying and I especially pushed really hard. There were three items in there for Chatham Area Transit and they basically had pulled them off close to the end and I was able to get them to put two in there and what was great about especially those two is maintenance and operation. We would have had somewhere around 35, 30, or 35 million dollars for operation and maintenance in there which would really help, you know us to even have a much greater situation because you know for payments and all those other kind of things that money would have been really good. But what I'm doing and I've talked to one of the legislators but I'm gonna do as much as I can and of course I'd like to bring all of them in like the County has and the cities that they have those legislators meeting and so we want to go ahead and invite them and talk about some our needs because the legislators around the state of Georgia and I'll be going to Atlanta and talking some of the leaders also that we got to do something with this transportation situation and they need to come together and so that they will see about how the funding will come so those transportation projects because right now, unless this changes shortly, one of the things is we're gonna have to pay because it was

defeated as well as all around the state except for three areas, we're gonna have to put out 30% matching funds, 30% so if say we've got a, you know we've got a \$40,000,000 road project they said and what we're gonna have to have is \$12,000,000 in matching funds. Well the cities nor the counties have that kind of matching funds you know you might have a few counties that are flush with money might be able to do that otherwise that puts us in a very negative position and that legislation has to be past in Atlanta so it will help us, you know to put us in a more stable position for roadways and of course our bus system and all of that so a lot of lobbying is gonna be done because I'll be talking to and I've already talked to a couple of people from other areas so I wanna get together with a large contingent so that, you know we can all work together so our legislators will do something to help in our area as well as the state of Georgia. Priscilla.

DR. THOMAS: Thank you. I would just like to piggyback on that as well. I just want to inform the Board that I have been honored to serve the National Association of Counties Transportation Steering Committee and this is certainly an issue that I will continue to address as I participate in these discussions about transportation particularly here in Savannah and around Georgia and other areas. Yes, we missed a great opportunity to extend the kind of services that are needed here in Chatham County and around. However, we will continue to do whatever we can to make sure we can do the best job at the best time.

CHAIRMAN LIAKAKIS: Yeah and I'm gonna to be doing something shortly to get as many people as possible to write letters and make phone calls and talk directly to their legislators around the state, you know getting together with other elected officials that we can basically put pressure on the legislators to get something addressed with this situation that we got. Next is New Business, anything?

DR. REES: No sir.

CHAIRMAN LIAKAKIS: Alright we got it covered. We need a motion on the floor for Executive Session

MR. BUTLER: For real property acquisition.

CHAIRMAN LIAKAKIS: For property acquisition.

MS. STONE: So moved.

CHAIRMAN LIAKAKIS: We have a motion and a –

MR. BROKER: Second.

CHAIRMAN LIAKAKIS: Second for that, all in favor signify by raising your hand. Motion passes.

The Board voted unanimously to go into Executive Session

CHAIRMAN LIAKAKIS: Okay thank you very much and we'll be going into the Green Room.

Meeting adjourned at 12:35 p.m.

Respectfully Submitted by:

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