



CHATHAM AREA TRANSIT®

BOARD MEETING

OF

January 13, 2012

9:40 A.M.

MR. LIAKAKIS: I now call the Chatham Area Transit Authority to order. I call on Patricia Hawkins who is the Secretary for the CAT Board for the roll call please.

MS. HAWKINS: Good morning, Chairman Liakakis.

CHAIRMAN LIAKAKIS: Here

MS. HAWKINS: Vice Chair Dr. Thomas

DR. THOMAS: Here

MS. HAWKINS: Mr. Broker

MS. HAWKINS: Mr. Dawson

MS. HAWKINS: Mr. Farrell

MR. FARRELL: Here

MS. HAWKINS: Mr. Gellatly

MR. GELLATLY: Present

MS. HAWKINS: Mr. Holmes

MR. HOLMES: Here

MS. HAWKINS: Mr. Kicklighter

MR. KICKLIGHTER: Here

MS. HAWKINS: Mr. Mingledorff

MR. MINGLEDORFF: Here

MS. HAWKINS: Mr. Odell

MR. ODELL: Here

MS. HAWKINS: Mr. Shay

MR. SHAY: Here

MS. HAWKINS: And Ms. Stone

MS. STONE: Present

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

CHAIRMAN LIAKAKIS: All of the members of the Chatham Area Transit Authority was distributed prior to the meeting the minutes of the last meeting. Need a motion on the floor for approval.

MS. STONE: So moved Mr. Chairman.

DR. THOMAS: Second.

CHAIRMAN LIAKAKIS: I have a motion on the floor and a second. All in favor signify by raising your hand. Motion is approved. So that our audience know the reason we raise our hands for the Chatham Area Transit Authority is because we have several appointments of individuals who are on the Authority and of course we don't have room up on the board there for the nine because like I said we have several appointments so that's the reason why when we vote on something we raise the hands. Under New Business; Request Board approval to extend contract with Key Risk Management Services for Run-Off Claims management for workmen's compensation, Chad.

MR. KICKLIGHTER: Motion to approve,

MR. GELLATLY: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second. All in favor raise your hands. Motion passes. Item 2; Transmittal of the Independent Auditor's Report for the fiscal year ended June 30, 2011. Ken Duncan with Daniel & Duncan LLC will be present to respond to questions from the Authority's Board if there are any.

MS. STONE: Mr. Chairman I have a couple of quick questions.

CHAIRMAN LIAKAKIS: Chad (in audible).

MR. DUNCAN: Good morning.

MS. STONE: Good morning. I guess this question really does not pertain more to you Mr. Reese. I'm concerned with the amount of federal money that shores up this budget. And have we had any indication as to whether that money is going to stay in tack or whether it is going to decline?

DR. REESE: The – we were notified on yesterday the Federal Transit Administration has reached a six month budget in appropriation level for the Federal Transit Administration appropriations consistent with what it was in the previous year and that's the formula funds we're allocated. The competitive funds as you know the make up of how competitive funds are distributed they've been removed from the earmark system and they're on a competitive basis and as also we continue to be competitive for federal grants. As a matter of fact I will be in Washington, D.C. again next week. I was up in D.C. in December meeting with the Federal

Transit Administrator Mr. Rougoff who gave us the final funding approval for the Transit Center. So we're hopeful to be competitive in securing additional funds this year.

MS. STONE: If on page 8, it indicated that our federal and state grant revenue has decreased by \$3.21 million is that correct?

DR. REESE: What page is that again?

MS. STONE: Page 8.

MR. DUNCAN: That's correct.

DR. REESE: That was in fiscal year 2010.

MR. DUNCAN: That's the change from fiscal year 2010 to fiscal year 2011.

MS. STONE: Ok and so where are we going to make up this additional revenue?

MR. DUNCAN: A lot of that revenue relates to capital improvements. So buses – so that would be part of your capital budget.

DR. REESE: There are two pots of money. There is funds that are allocated based upon your ridership or per passenger miles that are generated. Then there's another set of funds that were previously earmarked funds and as you know the earmark system has gone away and yet the amount of money is not going away, just how those funds are distributed. Before they were distributed through congress and now they're all distributed through the administration. And we were unsuccessful this previous year in terms of the way the funds were allocated. The majority of the funds were given to Florida, Ohio and Pennsylvania I believe.

MS. STONE: And so do you have any ideas as to what will happen this coming year? Is it gonna stay the same or do you have any –

DR. REESE: It will stay the same this year. I do believe we will be in a more competitive position this year than we were in previous years. One of the things that hindered us was our ability to move projects along and we see that a number of the projects that have been outstanding for a number of years are moving rapidly and as a result it makes our competitive position much better.

MS. STONE: Okay and then this special tax district we also saw a decrease in that and I'm just concerned as to how we're gonna make up for these lost revenues.

DR. REESE: One of the things that would be coming back to the Board is we have been recently awarded a million dollars in federal funds for JARC funds and in the past we've -

MS. STONE: And what would those be?

DR. REESE: Job Access and Reverse Commute so two of our routes, so two of our routes, the route 2 – part of the route 2 and the route 6 were paid for through Job Access and Reverse Commute. What we were successful in being able to do this year was to secure another million dollars that pays for not only pays for two routes now, but four other routes are paid for. We haven't executed that grant, but once that grant is executed those funds will begin to flow into CAT and the idea is that as oppose to extending the budget by that half million dollars a year for two years it would be to utilize those federal funds to offset the expenses that were previously going to be paid for by local funds.

MS. STONE: Okay.

DR. REESE: So we're working diligently to try and maximize the amount of federal funding coming into the agency.

MS. STONE: That was my concern and what we needed to do as a Board to make sure that we got the federal money we needed and that we were entitled to.

DR. REESE: Yes we are working diligently in that area. One of the concerns that's going to come into place though is after the construction of the Transit Center and renovation of the Operations Center the local match that we have to match federal funds will be exhausted. So we will be in a situation where we will be able to receive federal funds, the question is where do we get the local match to match the federal dollars that will be allocated.

MS. STONE: So that's what we'd be facing in the future. Okay thank you very much.

CHAIRMAN LIAKAKIS: Okay Request Board approval of the Veolia Annual Budget component of Chatham Area Transit Authority's fiscal year 2011-2012 Budget and the fiscal year 2011-2012 Capital Budget, Chad.

DR. REESE: Thank you Mr. Chairman the Board approved the CAT budget in July and as a component of that the Veolia budget was never approved so this is a formal process to separately approve the Veolia budget which is already a part of the CAT budget. The numbers match identical this is a formality per our contract that the Board has to approve a separate budgetary amount for Veolia.

MR. ODELL: I'll move for approval.

DR. THOMAS: Second.

CHAIRMAN LIAKAKIS: Alright all in favor raise your hand. Motion passes. Request Board approval of the fiscal year 2012/2013 budget adoption and millage levy calendar and set a date for the Budget Goals Session/Retreat, Chad.

DR. REESE: Thank you Mr. Chairman. What we have for you is a request to have the first reading of the proposed budget on May 11th and have the final adoption of the budget on June 8th. We have an attachment that would include a couple of workshops of course at the Board's direction we could modify those workshops, but we are asking for approval on the calendar for

approval of the budget. Last year we approved the budget at the end of June; the year before that in 2010 the budget was approved in October consistent with our authorizing resolution we should approve the CAT budget prior to the County budget being approved and this would allow us to do that.

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

DR. THOMAS: Move for approval.

MS. STONE: second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second. All in favor signify by raising your hand. Motion passes. Request Board receive presentation and adopt Transit Oriented Development Policy to be included in future transit development, Chad.

DR. REESE: Thank you Mr. Chairman we have a short presentation for you and as well as a policy document that would outline transportation oriented – transit oriented design. What this is for is in order for the Federal Transit Administration to invest in the development of properties, it requires that the Authority adopt a (TOD) policy Transit Oriented Design policy that is required for fixed guide or rail or bus rapid transit and its encouraged for bus facilities. As you know down the agenda we are moving forward with the acquisition hopefully provided Board approval with the – of the Greyhound facility policy would need to be in place prior to us closing on that. Sarah.

MS. RAYFIELD: Thank you. Good morning based upon the FTA requirements that Chad mentioned for future transit development standards and along with the MPC staff CAT has developed a Transit Oriented Development Policy Standards for your consideration and adoption today. What I wanted to do was give you a brief presentation on essential what that policy looks like in the ground or on the ground rather and provided the comic illustration her to illustrate essentially without transit supportive policy we will be left with the negative side effects of single occupancy vehicles and congestion. What is Transit Oriented Development? It is often defined as a higher density mixed-use development with walking distance typically a half mile of transit stations. How is this achieved? It's a combination of land use, mobility and community design. Land use needs to have a concentrated mix of complementary, well-integrated land uses within walking distance of transit stations. Mobility is to enhance the existing transportation network to promote good walking, bicycle and transit use. Community Design the use of urban design to enhance the community identity of station areas to make them attractive, safe and convenient places. So how do we take this on to the ground and what does it look like. This is an example; this is an existing intersection in Johnson City, Tennessee. This is a multi-family housing development. The buildings are away from the street they face inward, there's no sense of community or sense of place. The focus here at this intersection is on the automobiles. By simply taking those buildings making them face the streets, removing the brick fence and providing steps connecting to the pedestrian network you've already begun to engage the residential with the community. And lastly by other things such as adding a painted crosswalk adding decorative front entrance planting and also by burying the utility lines the result is now you have a sense of place that is walkable. So this is what can be achieved with Transit Oriented Development policy standards that we've set forth; and if there's any questions.

CHAIRMAN LIAKAKIS: Any questions? Well Chad let me ask you a question. We can see that multi housing unit, how would the Transit Authority – of course we see the trees and the shrubby a little fence area and all to make it better attractive and all and of course as you set up the movement of the bus system going through those areas; how would you get this in this type of condition?

DR. REESE: Well thank you Mr. Chairman. Savannah is actually before they now it is actually the US' first Transit Oriented Design Community. The historic district is set up on the principal of Transit Oriented Design. If you notice in our community the further you move from the historic district other type of design elements fall into place which are more dependent upon automobile and less dependent upon the use of walking, pedestrian access, bicycle as well as the use of mass transit. What the Federal Transit Administration looks for is they say that if we're gonna go in and we're gonna invest millions of dollars and acquisition a property, there needs to be a plan in place that promotes the use of public transportation. So what we're looking to do is after this plan is adopted we would send it to the MPC for consideration to be used as an overlay in the Unified Zoning Ordinance under consideration.

CHAIRMAN LIAKAKIS: Okay and we don't need vote on this.

DR. REESE: Yes sir the Board would have to adopt the policy.

MR. SHAY: Make a motion that we approve the policy.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: All in favor signify by raising your hand. Motion passes. Request Board approval to acquire the Greyhound site at 610 West Oglethorpe Avenue for the CAT Downtown Intermodal Transit Center, Chad.

DR. REESE: Thank you Mr. Chairman. The Board authorized staff to make an offer to Greyhound for the acquisition of property for the Downtown Transit Center. Given the concurrence of the FTA we have received concurrence from FTA. The FTA has therefore presented 80% funding for the acquisition of the property and in order for it to be solidified the Board has to adopt and identify that site as the location for the new Downtown CAT Intermodal Facility. The funding is in place, the agreements have been reached between the parties and at this point the Board has to -

MR. ODELL: I make a motion to approve.

MR. GELLATLY: Second.

CHAIRMAN LIKAKIS: All in favor raise your hand. Motion passes. Next item; Request Board approval for lease agreement between Chatham Area Transit Authority as landlord and Greyhound Lines, Inc., as tenant.

MR. ODELL: Move for approval.

MR. SHAY: Second.

DR. REESE: There's one modification on the rent amount that Greyhound had agreed to pay. The dollar amount in terms of the square footage is correct, but the term of the lease is 120 months and the amount is \$2,800 a month.

MR. ODELL: And it was what?

DR. REESE: \$1,500 a month.

MR. BUTLER: Your Memorandum Mr. Odell, your memorandum with this item reflects that its \$1,500 a month rent for 18 months and that's incorrect, it's actually \$2,811.42 a month for 120 months.

MR. ODELL: So if we approve this we double our money.

MR. BUTLER: Something like that.

CHAIRMAN LIAKAKIS: Its ten years instead of that small amount.

DR. REESE: But the reality is since the Board has approved the last item, what this means in reality for this Authority is that the Transit System will be built. The Downtown Intermodal Transfer Center will be built.

MR. FARRELL: How have we been working on this?

DR. REESE: fifteen years.

MR. FARRELL: Today is a good day.

DR. REESE: This is a very good day for this Authority.

CHAIRMAN LIAKAKIS: Yeah, okay all in favor signify by raising your hands. Motion passes. Now we will have the Executive Director's update, Chad.

DR. REESE: Thank you Mr. Chairman. For the month ridership has continued to increase approximately 17%. Productivity is up, ontime performance is down compared to November 2011; however, ontime performance has actually improved given the new way that its calculated which is a 100% computer generated. In terms complaints, complaints are down. So in terms of the overall performance of the system we're continuing to improve. It is important to note that for the month of November 2011 we transported in an excess of 300,000 passengers in this community. We're in a process now where we're tracking ridership and advertising on a daily basis to emphasis the importance of ridership and putting new marketing programs in place to continue to attract.

CHAIRMAN LIAKAKIS: Chad, repeat that number because I mean this is a larger number and we've never had that since we've the Chatham Area Transit.

DR. REESE: Yes sir in excess of 307,672 passengers for the month of November. And -

CHAIRMAN LIAKAKIS: Boy that's great!

DR. REESE: We're seeing ridership days – we came in and we began to set ridership goals, daily ridership goals and look at ridership on a daily basis and in January we were carrying 10 to 11,000 passengers a day. Two days this week we've already hit 15,000 passengers. So ridership is continuing to grow. We have a number of other initiatives in place with major employers in the airport area as well as other colleges and universities to continue to grow the system.

MR. ODELL: And I think that's good. We are also analyzing the growth to identify whether or not its more economic impact and that is people no longer can afford to operate their vehicles so they're switching to transit or that its something perhaps we're doing as the Savannah State route and plants that we are now provide transportation to. We are analyzing that number. I know the number itself is a good thing, but I think its important that we know what is the root of that good thing.

DR. REESE: Yes sir we'll bring you a report back on that, but that is what we're looking at. We are looking at what we call organic growth in the system where ridership on existing routes year over the year is increasing in addition to that we have new services which are covered under existing budget which is also increasing. If we look back a year ago, we were not having 18, 19, 20 year old college students using public transportation in this community; after one semester its becoming a way of how they're transported, how they're getting to the mall, how they're getting downtown. We're carrying nearly 200 college students every weekend to and from downtown which means economic growth for the businesses in the downtown community. As we look to expand on those services it's economic investment in motion. It's a new ridership pool. The idea is to take us away from – not necessarily take us away, but augment the existing profile of our customer. We have a tendency to think that people who use public transportation are people who are low income are dependent upon transportation. The problem is if we move forward with that idea we're gonna hit a block and realizing that we can no longer afford to build more roads, we can no longer afford huge SUV's, we can no longer afford the high price of gas so on and so forth. So how do we penetrate going to new markets, open the system up and make it accessible to the community as a whole. It is a community based transit system.

MR. ODELL: Yeah ultimately we can't pave our way out of a problem and I think with your professionalism we're changing the perception. You go to cities like Seattle, Portland transit is used generally. It's not deemed as a poor person's mode of transportation and I think some innovative things that you've done have been really helpful in moving away from that image.

DR. REESE: And that's the direction we're going.

CHAIRMAN LIAKAKIS: Any other questions? Alright you have anything else on your report?

DR. REESE: No sir Mr. Chairman.

CHAIRMAN LIAKAKIS: Okay item 9 Unit updates Service Delivery Update.

DR. REESE: Thank you Mr. Chairman. Service Delivery Update the information is provided for your information and I'll be happy to entertain any questions you may have.

CHAIRMAN LIAKAKIS: Any questions? Financial Update.

DR. REESE: Financial Update is provided for your information as well and I'll entertain any questions.

CHAIRMAN LIAKAKIS: All of this was presented to all the members of the Chatham Area Transit Authority and you had those we want the people in the audience to understand that and thankfully we got a great Commission and they look at all of the material that is presented to us by County staff and of course the Chatham Area Transit Authority and other areas so that having that information earlier then that gives the opportunity for our Authority plus our County staff to be able to make better decisions on many of these items. And one more, System Development Department Update.

DR. REESE: Thank you Mr. Chairman. There are a couple of items to note on the System Development Update that is CAT this year participated in the United Way campaign and in previous years we had raise between \$2 and \$2,500. This year we raised in excess of \$8,000 and the difference between 8,000 and 10,000 Veolia is donating the difference so the contribution for United Way under Chatham Area Transit Authority is \$10,000 which is an all-time high for the Authority. In addition to that; we had a very successful campaign with Toys For Tots where we help in participating collecting toys around the community for the month of December. So those were two significant things of our outreach to the community.

CHAIRMAN LIAKAKIS: Okay well you know the ridership going up, all these new buses especially your trips to Washington and Atlanta to help us get the grants to be able to put those new buses in order. I've had a couple people, its not a lot, but a couple of people did tell me they really appreciate the buses they not as noisy as the older ones, they're more efficient they appreciate the comfort they have in these new buses that CAT has been able to acquire. Wayne.

MR. DAWSON: I just was gonna ask for a brief update on where we are with the Wheelchair Accessible Taxi program.

DR. REESE: We have the – in the process of finalizing the marketing and kick-off for that program. We the vehicles acquired, we have the contract in place and we basically are working through some of the details with the fare revenue, the voucher program and the marketing program.

MR. DAWSON: Has the training already taken place with the Southern –

DR. REESE: No training has to take place with their employees and will take place in the month of February.

CHAIRMAN LIAKAKIS: Okay and I understand that Armstrong Atlantic University is interested in about the bus system also.

DR. REESE: Yes sir we will be meeting with them next week to do a U-Pass program similar to what we have in place at Savannah State. We also have some interest expressed from some other colleges. So we're moving forward with that program as well as we're putting together a framework for a possible pilot program with Gulfstream out at the airport which would be an expansion of our express service.

CHAIRMAN LIAKAKIS: Very good because that would put more resource into our kitty.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay now we've got one more item on the agenda with – we need to recess for Executive Session in the Greenroom; Ty for what items is this?

MR. BUTLER: Concerning a legal matter but you have one more item on the agenda before that.

MR. ODELL: Point of order, before we get to recess to Executive item; we got Reorganization of CAT. That's still on my agenda.

CHAIRMAN LIAKAKIS: Oh okay, the – go ahead. You had that discussion on that and wanted to find out about that, but go ahead Commissioner Odell.

MR. ODELL: The majority of the funds we receive other than taxes is received from the Federal Transit Administration. The Federal Transit Administration in cooperation with the Transit Development Cooperation sponsored a research and the purpose of the research was to look at the ideal Board of Directors, what we are. We evolved as this Board because of politics and convenience and a whole host of other things. But ideally what should a Transit Board look like? You could get some hints and glimpse of that if you look at the national study that FTA authored. I'm of the strong opinion that he who has the gold at least get to call some of the tunes and FTA says this is a desirable organizational structure, then as a Board it behooves us to start to look at whether or not if we are changing our image from a poor people transit system to an economic engine which spurts business which everyone can enjoy. I personally believe that we will never pave our way out of the problem of transportation; I don't think we can have enough highways. If you don't believe me just look at Atlanta. We need to have a strong public transit system and in that accord I have had Chad to pull together some information and we will discuss it in detail today, but at some point what we're going to do is we're going to look to see if this is the correct Board structure. I mean now as we exist we are a stepchild of the Chatham County Commissioners and we basically have partners and junior partners. We have the Chatham Area Transit Authority. We propose a budget, nine members of the Transit Board are also County Commission. The Authority proposes a budget, comes to the County Commission for the approval. So obviously we have some members on the Board who have greater authority than other members on the Board and maybe that's desirable, but my point is that we've not taken time intellectually to look and to see is this the best instrument to go from where we are now to where we wanna be. Where we wanna be is to have a transit system which becomes more self sufficient which it helps us to grow community which reduces transportation on our already busy streets. What is the best vehicle to do that? Maybe this ultimately is, but until we think about it, I am convinced that we do not know. And this is the year of redemption. This is the year that we

get to all of the hard questions. When I was a student at Tulane University I would ask questions and the professor would tell me “We Would Get to That”. The week of graduation I kept a list of the hundreds of questions I said this is really gonna be awful. We’re gonna get to all of this this week. Well this is the end of our term, there’re some things we need to get to that we really need to take a look see at. We’ve been really blessed in that we have without-exception a few exceptions a very congenial scholarly Commission and Board and this is the time for us to set back and look at where do we go as far as the transit and this starts it. It won’t be an 18 year or 15 year process it will be a month or two process and we will come up with not only a recommendation as to the Board structure, but we will look and I will be getting with Ty to look at legislatively what kinds of things we need to do to effectuate the potential changes so that we can know what the time table needs to be based – if we need to change things legislatively then we know when we have to get certain information to our general assembly. We will do that, we’re gonna escalate the process. The Chairman and I have met on three or four occasions and not to exclude anyone, but I brought up the issue of Board organization and as a matter reverence and respect this is our Chairman and spoke to Chairman Liakakis on several occasions and Pete is there anything that you’d like to add?

CHAIRMAN LIAKAKIS: No other than the auditors who came in and where looking over the auditing for Chatham Area Transit that was mentioned verbally about the make up of the Board of the Authority. And so of course then you contacted me and had some discussion on it and since it’s your item, you wanted to bring that up and then of course all of the members of the Authority will be involved in it. There’s nothing that has been done to exclude anybody, its just preliminary information that we were discussing and then all of that will go before all nine members and the other appointed members of the authority.

MR. ODELL: Right I guess I didn’t do a good job. The genesis was that it’s a concern as far the FTA, auditors and what have you. There concerns are my concerns. The pulling the information together has been a ten to twelve hour process. No one is excluded in that, anyone who wants devote the time you welcome to do it, but what I am saying is this train is moving forward; we’re gonna look at this we’re gonna come to an agreement. You will be provided every bit of information that is collected in the research. We’re not gonna ask Board members to take additional time. If you want to take as much time as you want, but the end result is we’re gonna move forward. The train has left the track, this is the first click, but we’re going forward on it.

CHAIRMMAN LIAKAKIS: Go ahead Priscilla.

DR. THOMAS: Thank you. I just want to commend my colleague Commissioner Odell for taking this leap of faith. It’s much needed and I feel just as he does and I think I voice the sentiments of the majority of the Commissioners here. We have to move forward and as he said I don’t think no one feels excluded from this and it just means that we need to do whatever we need to do and move the train faster and I thank you very much for taking this leap of faith.

CHAIRMAN LIAKAKIS: Okay Ty – did you have something Dwayne?

MR. DAWSON: Yeah just very quickly. I mean this is an issue a concern that’s been expressed in the past and we’ve known that it’s coming. I think maybe it’s the time that has come to fruition to act on it. The other thing was that the timeline if it involves a change in the charter. I

mean we're pretty much limited to this legislative session so Ty when would we need to get something in to the - ?

MR. BUTLER: I would think that we'd need to get it into the legislator as soon as possible.

MR. ODELL: Probably the first week in February. We meet – and that's one of the other problems and that is that Commission meets twice a month, CAT meets once a month so obviously you can look at the number of meetings to get some sense of priorities. Even if we have to have a called meeting if we get to a point that there needs to be a legislative change then I'll recommend to the Chairman that we have a called meeting so that we can assemble and vote on it. But I really don't like rush decisions if it's something that you need to do. I'd like for us to have sufficient time to think about it and if we can get in by – before the close of the legislature then that's good, if not then we'll have it for the next group of people that come in.

CHAIRMAN LIAKAKIS: What I'm going to do, I'm going to call a couple of meetings so that we can have all the Board there so that they have all the information they need and they can make the decision what the Authority wants to do. Okay next item of course is Executive Session and Ty on what subjects?

MR. BUTLER: That's to confer with legal counsel about a matter in litigation.

CHAIRMAN LIAKAKIS: Okay we need a motion on the floor to recess to Executive Session.

MR. BROKER: So moved.

CHAIRMAN LIAKAKIS: All in favor signify by raising your hand. Motion passes, and this will not take very long we'll be back in reconvening very shortly after we have this discussion with CAT attorney.

RECESS FOR EXECUTIVE SESSION

CHAIRMAN LIAKAKIS: Okay, will everyone come to order please. The Executive Session we discussed a particular matter of legal ability. There was no vote or action taken at that particular meeting. The Chatham Area Transit Authority is concluded they are adjourned now and we will reconvene the Chatham County Commission thank you.

Meeting adjourned at 10:26 a.m.

Respectfully Submitted by:

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