



CHATHAM AREA TRANSIT®

BOARD MEETING

OF

December 2, 2011

10:10 A.M.

MR. LIAKAKIS: I'd like to call to order the Chatham Area Transit Authority and we have a temporary clerk Cat Battos who will do the call to order today.

MS. BATTOS: Thank you. [For roll call] Chairman Liakakis.

CHAIRMAN LIAKAKIS: Here

MS. BATTOS: Dr. Thomas

DR. THOMAS: Here

MS. BATTOS: Mr. Broker

MS. BATTOS: Mr. Dawson

CHAIRMAN LIAKAKIS: He hadn't come yet.

MS. BATTOS: Mr. Farrell

MR. FARRELL: Here

MS. BATTOS: Mr. Gellatly

MR. GELLATLY: Here

MS. BATTOS: Mr. Holmes

MR. HOLMES: Here

MS. BATTOS: Mr. Kicklighter

MR. KICKLIGHTER: Here

MS. BATTOS: Mr. Mingledorff

MR. MINGLEDORFF: Here

MS. BATTOS: Mr. Odell

CHAIRMAN LIAKAKIS: We need a motion on the floor 'cause he's out of town on business to- .

MR. KICKLIGHTER: Motion to excuse Mr. Odell.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: All in favor signify by raising your hand. Motion passes. We need a motion on the floor for approval of the minutes.

MS. STONE: She hadn't finished the roll yet.

CHAIRMAN LIAKAKIS: Oh, excuse me go ahead.

MS. BATTOS: Mr. Shay

MR. SHAY: I'm still here

MS. BATTOS: And Ms. Stone

MS. STONE: Present

MS. BATTOS: Thanks

Also present at the meeting was Ty Butler, Chad Reese, William Law, Linda Cramer and Catherine Battos.

CHAIRMAN LIAKAKIS: Okay need a motion on the floor for approval of minutes.

MS. STONE: So moved Mr. Chairman.

MR. HOLMES: Second.

CHAIRMAN LIAKAKIS: I have a motion on the floor and a second. All in favor please raise your hand. Motion passes. Let me explain because some of you are new here. We have members on the Chatham Area Transit Authority so we can't go on the board up there and that's why we raise hands to bring everybody in that on the Transit Authority. Under item New Business; Request Board approval to issue bid for interior bicycle racks and receive presentation concerning bicycle capacity, Chad.

DR. REESE: Thank you Mr. Chairman. One of the issues the Board requested staff look at was to address an issue with bicycle capacity and we found a solution that would allow us to have interior bicycle racks in the wheelchair securement when the wheelchairs are not in use as well as to have a three position bike mounted on the front of the buses. So what we're asking for today is requesting approval from the Board to issue a bid to modify those existing buses we have funding available to do it on a certain percentage of our fleet and we'll also establish a procedure policy that would allow bicycles on board the bus when the bicycle racks are at capacity.

MS. STONE: So moved.

MR. FARRELL: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second for the approval. All in favor – Oh, go ahead Dean.

MR. KICKLIGHTER: I see it's an 80/20 match from the federal government.

DR. REESE: Yes sir.

MR. KICKLIGHTER: The 20% locally will come from SPLOST funds. What's our total SPLOST fund that we have available right now?

DR. REESE: We have somewhere in the neighborhood of \$4 million that's available.

MR. KICKLIGHTER: 4 million available?

DR. REESE: Yes.

MR. KICKLIGHTER: And what's your estimated expense to outfit all of the existing buses with the new racks?

DR. REESE: It wouldn't be able to outfit all the buses. It would be a certain number about 10 or 12 of our existing buses. We can certainly do all of our new buses that we just received and but its about \$700 to \$800 a bus of that its about \$200 in local funding. The difference would be in the federal money because the amount of federal money is decreased. And just so you know, the money that the money it would come from is that we have funding available some remaining funding to buy – purchase buses from the federal amount so there's a carry over that's available. Its not enough to purchase a new vehicle and so at some point if we don't use it it has to be returned. So this is the use of the that money as opposed to returning it.

MR. KICKLIGHTER: I was just curious about the SPLOST funds.

CHAIRMAN LIAKAKIS: Okay all in favor please raise your hand. Motion passes. Item 2: Request approval to award construction services contract to Skanska Carson GMG.

DR. REESE: Thank you Mr. Chairman. The Board approved the issuance of construction management RFP for construction management services in August. Staff issued the RFP and did an evaluation of another RFP and based on that we received five proposals and the evaluation committee rated Skanska as the highest rated construction management firm so this is the request for approval to issue a three year contract with two one year options for Skanska to provide construction services for federally funded projects.

MR. SHAY: Move for approval.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: I have a motion on the floor and a second any conversation? Yeah, go ahead.

MR. KICKLIGHTER: Yeah, again I see its 80/20 match federal funds versus local in SPLOST revenues will be used for this. What I don't understand is items 3 and 4 is requesting it appears to be \$445,000 for oversight of two separate construction projects. My question is in this item 2 its states that approving this contract would possibly allow this company to have oversight over five of our construction contracts so have they already bid the \$445,000 for each of the following two?

DR. REESE: The way it would work is we have to establish the contract then once the contract is established, we have to issue task orders based upon the pre-approved financial plan for each one of those and those task orders have to come back to the Board for approval.

MR. KICKLIGHTER: Okay so basically then at this point the following two will cost \$445,000 each individually for oversight of them?

DR. REESE: Yes, but what it is is the initial is a contract a general contract services and for work to (in audible) for work to take place on that, it would have to come back to the Board and have a task order issued for a certain amount of money for that particular project.

MR. KICKLIGHTER: My question would be then if there's potentially three other major construction projects out there left to do are we essentially with this item awarding –

DR. REESE: The first two.

MR. KICKLIGHTER: \$445,000 per contract without having to go out and find if we can get it done for a better price at that time or –

DR. REESE: If I understand it correctly the \$400,000 is for the construction management services for the Intermodal Facility and for Operations Center.

MR. KICKLIGHTER: The staff report shows on this item that it potentially effects five separate projects.

DR. REESE: Yes. Right those are the construction projects that are programmed over the next three to five years and so there will have to be a separate task order issued for a possible satellite location. If the Board decides not to build a satellite location, it doesn't require construction management. We have the Hutchinson Island Intermodal Facility as well as our Passenger Shelters Program.

MR. KICKLIGHTER: I guess, I mean you're the expert; my question is does it make financial sense for us to award a contract for three potential projects without those projects going out to bid?

DR. REESE: Yes sir its consistent with the way the construction management works in the services. This is a general construction services contract.

MR. HOLMES: Chad this is the first one right?

DR. REESE: Yes sir. This is the first one the Transit Intermodal facility as well as the Operations Center.

MR. HOLMES: That should be your answer right there.

CHAIRMAN LIAKAKIS: Pat

MR. KICKLIGHTER: Please.

CHAIRMAN LIAKAKIS: Go ahead.

MR. SHAY: Well I mean this is not the same kind of services that we engage attorneys and architects and engineers for, but it's a service so its not possible without knowing what the scope of the work is in detail to bid it for a specific amount. They have to decide who's the best qualified and then put out the individual things to determine what the scope of work is and they negotiate a fair price based on the parameters that are in the contract, but its not like bidding for construction where you have something that you can bid dollars to dollars against everybody else.

DR. REESE: The prices –

MR. KICKLIGHTER: Okay well put the 440 – I mean possibly per other project out there too?

MR. SHAY: I don't think that's what was really being contemplated; I think that –

MR. KICKLIGHTER: I see its only two today.

MR. SHAY: The amounts are not yet determined so it would be on an individual basis that we sit down and say “okay this is the work we want done, this is – what are you gonna charge us for it”, come give us a number and then Chad says that's too much and then they work out whatever the difference is.

DR. THOMAS: Exactly.

MR. KICKLIGHTER: Based on your experience with this I'll follow right along with it.

DR. REESE: And the limits of what you can charge are imposed by the Federal Transit Administration between all professional services, architectural engineering and construction management must not exceed a certain threshold of the overall property project.

MR. KICKLIGHTER: Alright, thank you.

CHAIRMAN LIAKAKIS: Okay –

MR. SHAY: We had a motion on the floor.

CHAIRMAN LIAKAKIS: All in favor please raise your hand. Motion passes. Item 3; Request Board approval to award task order number one to Skanska Carson GMG for construction management services on the Downtown Intermodal Facility Operations and Maintenance Center.

MS. STONE: I'll move for approval.

MR. FARRELL: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor any discussion? All in favor please raise your hand. Motion passes. Item 4; Request Board approval to issue an Invitation For Bid for the CAT Savannah Riverwalk Intermodal Facility.

DR. REESE: Thank you Mr. Chairman, a few months ago we were notified that the existing funding for the Hutchinson Island expansion for the Intermodal Ferry Landing was about to expire. Staff went through the effort of getting grant extensions on those expiring grants from 2004 and 2005. As part of the process, we reviewed the procurement status and we also reviewed the conveyance of the property. The property was not conveyed, the procurement of construction was not properly handled. At that point we notified the Trade Authority that this is a CAT project the property would need to be conveyed and we would have to follow the proper procurement procedures in order to fund the construction of that. At this point we are asking the Board for permission to issue a grant for construction of the Intermodal Facility on Hutchinson Island.

CHAIRMAN LIAKAKIS: Okay we need a motion on the floor. Pat.

MR. SHAY: I'm gonna make a motion. The Trade Center Authority is the group that went out and did the heavy lifting to secure the federal funding, but the Trade Center Authority is not a qualified recipient like Chatham Area Transit is so these were federal dollars that were harvested through the federal appropriations process by the Trade Center Authority but what CAT is doing is stepping up and becoming the administrator- I guess I'll call- of the grant. So this is a good thing it's a win-win proposition. The Trade Center Authority needs to focus on bringing more conventions to town; Chatham Area Transit will be the ultimate, I believe, operator of the Intermodal Facility over there on Hutchinson Island at such a time as its actually done so I will make a motion to approve.

DR THOMAS and MS. STONE: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second for approval all in favor please raise your hand. Motion passes. Item 5; Request Board approve a credit agreement revolving line of credit note and security agreement renewal of the Authority's \$1.7 million line of credit with Wells Fargo Bank, North America and this has been – the Board has approved this on a number of occasions in the past and I'll ask Linda, all of the past ones have been paid is that correct Linda?

MS. CRAMER: Correct we still have 1.7 million outstanding on the prior year line. This is just a renewal and the documents from the bank.

MR. KICKLIGHTER: Motion to approve.

DR. THOMAS: Second.

CHAIRMAN LIAKAKIS: Okay Helen.

MS. STONE: I just have a quick question. When in the foreseeable future do you think that this would be paid down or paid off?

MS. CRAMER: We're hoping to pay off the current line this month. We'll be getting most of the tax revenues in and we can pay that down. And then Chad and I have been looking at how we can pay it off completely. I think Chad's got a strategy on that, this JARC money he just got in to use some of that money to pay it down.

MS. STONE: I would just like to see us be as debt free as soon as possible – Chatham Area Transit.

DR. REESE: We are in the process of developing a three to five year financial plan for the Authority that obviously has to be approved by the Board; but its outlined in that plan there would be a plan to pay off the revolving line of credit as well as begin to establish an operating reserve for the Authority.

MS. STONE: I think that would be significant if we could do that. Thank you.

CHAIRMAN LIAKAKIS: Okay all in favor please raise your hand. Motion passes. Item 6; the Executive Directors update, Chad.

DR. REESE: Thank you Mr. Chairman. One of the first things I would like to do is recognize the gentleman sitting to my right Mr. William Law who is our new Deputy Executive Director and Chief Operating Officer. He holds a Masters Degree, he's been in the industry for about 20 years a retired Colonel from the military and most recently he was in Norfolk, Virginia where he over saw bus operations, ferry, paratransit operations so we are delighted to have him here and he'll be taking over day to day operations of the Transit Authority which one of the key positions that we identified as part of our reorganization.

CHAIRMAN LIAKAKIS: Welcome aboard.

MR. LAW: Thank you.

DR. REESE: I would also like to recognize Erica Franklin. She's our new Director of Safety, Training and Environmental Services. Both of them have joined us this week and will comprise to make up our Executive Team at Chatham Area Transit. Additionally from the Federal Transit Administration we have received a letter of concurrence from the Federal Transit Administration for the purchase of the Greyhound lot and the construction of the Downtown Intermodal Facility. We have a letter of concurrence; we are still waiting on the funding agreement to take place. I will be in Washington on Monday meeting with the Federal Transit Administrator and with the Grants Appropriation people to work through the financial arrangements for that. Initially the

House and Senate both passed a report that has been signed by the President that establishes the 2012 budget for the Department of Transportation and basically it's a 3% increase in funding that we can look for from the federal government and Federal Transit Administration for formula funds which is the money that's allocated based upon passenger miles and ridership. We'll also as part of our meeting be looking to finalize what type of competitive funds are out there for other capitol projects so we'll be pursuing next week. Staff will begin preparing applications for those 2012 formula funds. Major projects; we issued, and a full report is coming to the Board on this for the Downtown Intermodal Facility as well as the Operations Facility we issued bids and the bids came back over budget and in review with legal counsel and consultation with the Federal Transit Administration we were required to reject all bids given the costs that were associated with them that they were over budget, so staff is – one of the requirements that Skanska will undertake first of all is to put both projects through value engineering as well as develop a construction management manual a policy manual for the Authority that's in compliance with federal guidelines. So those programs will begin early next week through the value engineering process and we're looking re-issue bids this month with opening in January. We also had the opportunity this past month to host the first conference from APTA that we've had in a number of years here in which the Chairman was invited to and gave a speech for the American Public Transit Association Executive Conference that Dr. Thomas and I were instrumental in having located here in Savannah. As part of that Savannah was also chosen to start being on the conference sites for future public transit conferences beginning in the year 2016. So we haven't had one for about 15 years we're back on the calendar now start in 2016. In terms of Performance Indicators ridership continues to be up. We we've addressed most of the customer concerns with one exception on the Route 14, 114, we have a transfer issue so staff is working with that and we're bringing people in from our Veolia corporate office to do a roundtable discussion on how to address the transfer location that's occurring at Oglethorpe Mall with the 14 and 114. The route has been a success, but we still have a number of customers who are having issues and difficulties making the transfer and making the trip timely. On that route, ontime performance has improved, ridership has improved. Half of the route is being paid for by new JARC funding so in those senses the service has been a success. However, we still have a contingent of customers that we still have to create a solution for that situation.

CHAIRMAN LIAKAKIS: Chad that's because they have to go all the way to Savannah Mall that situation?

DR. REESE: Yes sir it's a situation where the Oglethorpe Mall and Savannah Mall as you know the express dead heads down so the people who are using the express based upon our surveys and comments are extremely satisfied, it's the people who have to transfer from the 14 to the 114 and when the buses are being able to make their connection so on the return trip the connection works fine on the outbound trip there's a delay in that connection so we're working on a solution for that problem.

MS. STONE: Mr. Chairman.

CHAIRMAN LIAKAKIS: Helen.

MS. STONE: Thank you. Mr. Reese I had a couple of concerns about that and I was under the impression that we were keeping the #14 and then just adding the express bus so tell me what we

did differently because obviously, just as you've said there have been some problems with it and I'm wanting to know if you are- if you have in fact met with any of the citizens that are experiencing these problems and what is the next step.

DR. REESE: The 114 is the bus that – both buses the 14 and the 114 both leave downtown. The 114 goes all the way to Savannah Mall it has limited stops where we have identified major passenger pick-ups between downtown and the Oglethorpe Mall and so basically its an express through town and once it leaves the Oglethorpe Mall it provides service every stop therein. So the benefits are the people who are going pass the Oglethorpe Mall therein can make the trip a lot faster.

MS. STONE: I understand that, but I thought I – and maybe I misunderstood it, I thought that it would be the regular #14 and the express running at the same time.

DR. REESE: They both run. They run on slightly different schedules but the 14 stops at the Oglethorpe Mall and comes back because most of the people surveyed on the route that we identified on the 14 go back and forth between the Oglethorpe Mall area and the downtown area so it doesn't go all the way to the Savannah Mall.

MS. STONE: But I had a concern from a citizen who lived on Stephenson Avenue so I'm just- I think the memo – I hope the memo went to you. I just want to follow-up with that because if they can't use the bus on Abercorn to go down Abercorn and have periodic stops it's a problem and I thought we were having both, I thought we were gonna have the express and then the one that made the same amount of stops running at the same time but maybe I misunderstood.

DR. REESE: We have – when the buses go out in the morning time or on their way outbound there's a connection problem between those two buses at the at the Oglethorpe Mall. If we go in and fix that connection problem, then it throws the rest of the system back coming back into downtown so therein is where we are having the issue. The customers who the 114 express were designed for we are receiving very few comments more compliments in terms of now I'm able to get where I'm going faster, but we've had some people who fell through the loop as part of this change.

MS. STONE: I just want to make sure that their concerns are heard.

DR. REESE: Yes ma'am.

MS. STONE: Because they are commuters as well and rely on the bus services.

CHAIRMAN LIAKAKIS: Wayne.

MR. DAWSON: Yeah not only does the 114 service Savannah Mall, but it also services the Wal-mart.

DR. REESE: The Wal-mart. Yes it does.

MR. DAWSON: Because I know there's a number of folks over there that use it.

DR. REESE: Right and that's where we've seen the highest demand with employees going back and forth to the Wal-mart as well as the customers who wanted to get there so this speeds up their trip going there and that was the market that we were going after.

CHAIRMAN LIKAKIS: Patrick.

MR. SHAY: Chad I know that I forward the concerns of one of my constituents Mr. Charles Gilcrest here in the past. Mr. Gilcrest continues to call me and I enjoy our conversations, if you could follow back up with Mr. Gilcrest he has some specific concerns rather than take the whole Board's time with it. I know you can ask Mr. Law or whom ever you see fit to follow-up with him. I think the people that live in Rose of Sharon are having a little bit of trouble coping with the changes for a variety of reasons and we need to be especially mindful of the needs of our elderly population they rely on us entirely. If you would do that I would appreciate that.

DR. REESE: Yes sir. The productivity in terms of our passengers per revenue hours is up 13%. Our ontime performance is still down. We calculated every trip, but we have noticed an increase in ontime performance beginning in November. Safety numbers are fairly consistent. The complaint numbers are fairly consistent, but those numbers will increase for November because the services changes went in place the last week of October so we'll see a significant number of increase in calls and complaints associated with the service changes, but those are now down to where they have been in the past and farebox recovery is up. Teleride service has remained fairly consistent as well, Thank you sir.

CHAIRMAN LIKAKIS: Okay next item 7; Unit updates versus Service Delivery.

DR. REESE: The Service Delivery as well as the Financial Report and System Development are provided for information only. The interesting thing to note is that we are expecting delivery of our new ferry boat some time in late spring as of yesterday the new United States Coast Guard weight limits went into place which take the average weight per passenger from a 160 pounds to 185 pounds thus reducing the capacity of our existing ferry boat operations.

CHAIRMAN LIKAKIS: Chad what I'd like you to do because we had problems as you know, you found out about ferry boats that CAT operate. The manufacturers didn't provide very good, I guess structure to them and how the motors and noise and all of that really caused a problem in the beginning, so what I'd like for you to do at this particular point is either you or you have somebody else to go to make sure that the manufacturer the boat builders are building these ferry's especially this particular one that it is at adhering to the specs that were given to them as oppose to they come and then we find out that there's a lot of problems with it because they can go over the specs whether its you or a representative to hopefully make sure we don't have those problems. If there is a problem there that it can be remedied at the construction site.

DR. REESE: We had issue and we joined with the Coast Guard in that, but on the latest one we had an issue with the drives and the noise and sound from the drive as well as the windows. We've had all the windows from the boat removed and replaced per specifications and the drives are due to be shipped in January so that's what we're waiting on.

MS. STONE: I just have a question and I don't know whether this has been looked into, but is there a reason why we – if its been researched I would just like to know the answer, if not I would like to look into it, why we do not charge for the ferry at all?

DR. REESE: I would have to look into and bring it back to the Board.

MS. STONE: I think it's a great service, but it certainly could be advantageous if a fare was charged to use the ferry.

DR. REESE: I do know that there's no cost. All the costs that are associated with operation of the ferry are charged back to the Trade Authority and CAT receives a management fee for the operations but we actually (in audible) all the equipment ourselves. I could get the Board a full report on that.

MS. STONE: Okay, I'm – just a thought that perhaps-

CHAIRMAN LIAKAKIS: Pat.

MR. SHAY: A large part of their operational cost of the water ferry is actually paid for in essence by the hotels that are part of the-

DR. REESE: Savannah Mobility.

MR. SHAY: Convention District and so in exchange for that their customers are allowed to ride free by showing a room key. But I agree with you; in my experience several instances that I've taken the ferry over there and I do not have a room key in my pocket...I'm a good Savannah boy I wouldn't stay in a hotel here...nobody has ever asked me for the dollar or two dollar fair. Now maybe it's a cost benefit thing, but I do think it does merit further study.

MS. STONE: I have used the ferry as well. I've never been charged; I don't have a room key either...I'm a good citizen too...so I'm just curious to know if this something worth looking into that we are missing an opportunity to help supply the service by running these boats if people are using it that are not a guest at the hotels.

CHAIRMAN LIAKAKIS: Let's do this, go into in depth and get with the hotels on there because we don't want some kind of negative things to happen with the hotel and now we charging and like Helen has said its important that the monies come in for the operation, but if all of the hotels are paying for it and its taking care of the operation cost then bring that information so Helen and all of the members of the Transit Authority will know.

MS. STONE: Thank you Mr. Chairman.

CHAIRMAN LIAKAKIS: Patrick.

MR. FARRELL: I have a question for Chad. Recently I received some correspondence and I see under number 7 you got Finance Report and there was some correspondence from our financial staff as to the timeliness of submitting Veolia's financial data to the County so that they can be

on time with the financial data that they have to submit to the oversight organization. Could you get us up to date on where we are on that?

DR. REESE: I most certainly can; we are – I'm happy to report that all the information that's been requested has been submitted to the audit firm as of this morning and we're hoping to have a closeout on that on Monday or Tuesday of next week. But the realities of it is that this year we underwent an expanded audit of the local audit given it's the first of the Delegated Management Agreement. So the information which Veolia was required to provide was actually provided in time. The delay was in the third parties who handled the old CAT financial information related to our employee pension and benefits program as well as our old risk management issues, so those were the delays in getting that information. But with that simultaneously we underwent a federal financial audit that occupied about eight to nine weeks full-time and we had four federal auditors in house for eight to nine weeks. We had the CAT audit and we also had the Veolia audit and so when it came down to it I directed staff to give preference to the federal audit followed by the CAT audit and then the Veolia audit to be conducted last.

MR. FARRELL: So it's my understanding that you've caught up with all the different audits.

DR. REESE: Yes sir.

MR. FARRELL: And going forward into next year do you anticipate having any delays in deadlines set by Chatham County?

DR. REESE: I do not. There is an issue in our contract that has to be addressed which called for a ninety day audit closeout cycle and the federal audit is going to report on that that, that is inconsistent with federal auditing requirements with Federal Transit Administration so it needs to be addressed. Under the Federal Transit Administration it's a six month or a 180 day timeline under our contract with the County it's a 90 day timeline. So it's something that has to be resolved. We are preparing and putting plans in place to make the 90 day audit timeline, but it will require the audit beginning actually before the end of the fiscal year in order to do that. In addition, we will have to look at the combination of combining our financial management systems because right now we have three different financial management systems by which we manage the operation, the Authority expenses as well as the grant expenses so all three of those entities will need to be combined into one financial management system in order to expedite that process.

MR. FARRELL: As a CAT Board member I would strongly suggest that we work very diligently with the County Commission to make sure that we can meet their expectations. They've got row after row of accolades for their financial management of the County Commission and we don't want to jeopardize that.

DR. REESE: Yes sir, we understand the urgency and importance of that.

CHAIRMAN LIAKAKIS: And if there's looks like there's gone be a hold up or something let us know because the transfer of information between Veolia and what's most important that as Commissioner Farrell was taking about we can run into problems because we need that information to go along with our audit for the federal government and the state and that places us

in a compromising position so hopefully I understand now about what the hold up was and the Veolia side because what was going and that they were tied up in their audit situation, but we really need this so that we don't have that problem in holding us up to make sure we deliver this information in an expedient manner.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay, thank you. Anything else on finance?

DR. REESE: No sir.

CHAIRMAN LIAKAKIS: Wayne.

MR. DAWSON: I just had one question. When do we anticipate getting the results back out of the federal audit?

DR. REESE: We had an (in audible) conference on yesterday where there were a number of findings but we will receive the draft report in about thirty days and then we will have thirty days to do a management response to the findings and then the final report will be issued basically about eighty-one days from now and we'll see the final report...and a number of those issues we should be able to address in a timely manner. I think we left yesterday with about fifteen findings which there's typically in the neighborhood of thirty or so, so the number of findings that were there were clearly related to our financial management and our upgrade of our financial management system would address a number of those findings.

MR. DAWSON: Well since the federal government coughs up about 80% on a number of our projects, we definitely want to –

DR. REESE: And that was the issue. The issue was before the grants were executed they wanted to make sure that we the financial capacity and the technical capacity management systems before they issued us roughly \$15 million so we keep some components on excel, we keep some components on the old CAT system, we keep some components on Veolia system and they need to be combined into one system where they're seamless. And there are some issues that we have to address with – in terms of integrity of the information how it's transferred how it's garnered. So there are no significant findings or material weaknesses as part of this audit.

CHAIRMAN LIAKAKIS: Okay anything else on finance or is that it? Okay the System Development Report.

DR. REESE: The System Development is continuing of our outreach and marketing program. We are in the final phases of getting ready to launch our CAT Freedom Program and so hopefully we'll have that up and running by the end of the year and that's pretty much it in terms of where we are on System Development. Staff is currently meeting with MPC staff to resolve or to work through transit oriented design development guidelines for the Authority. You know as a recipient of federal funds we are encouraged, and in some in cases, directed to have established transit oriented development guidelines before federal funds can be executed for transit projects so we're working on that as well.

CHAIRMAN LIAKAKIS: Okay.

MR. DAWSON: I just wanted to make a real quick comment.

CHAIRMAN LIAKAKIS: Okay Chad, we gonna adjourn in just a moment, but make sure that you call Vice-President Ake and have him give me a call.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Thank you.

MS. STONE: Wayne has a question.

CHAIRMAN LIAKAKIS: Wayne.

MR. DAWSON: On the Wheelchair Accessible Taxi program I think Commissioner Odell had brought this up in the past, if we could make sure and work through the County cable staff, through Pete Nichols and make sure that they're publicizing this. I'd like to make sure that we've got a real successful program so whenever we roll that out whenever the taxis actually hit the street if we could work through Pete and maybe get that on the County cable access channel.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay-

DR. THOMAS: Mr. Chairman.

CHAIRMAN LIAKAKIS: Priscilla.

DR. THOMAS: I don't have a question; I just want to make a comment. First all I just like to say thank you to Dr. Reese and staff. Given the circumstances that we have had with CAT over the years and we've had quite a few, and to come in here and to take us into the new direction that we would like to go I personally want to thank you because it's not an easy task given the fact that what we need to do and making corrections that should have been made a long time ago. So I personally want to thank you for the direction that we are now moving in and I think that we are moving in the right direction and everything cannot be accomplished in one day, but I think that you've done a great job so far. Thank you and thank you to the staff.

DR. REESE: Thank you Doctor.

MR. SHAY: Here here take a whole week if you need it.

CHAIRMAN LIAKAKIS: Chad we know this that what you have done as the Executive Director for the Chatham Area Transit Authority is far beyond and better than we've had here in many many years and we can really thank you and with the operation we have a few situations going, but you've done and excellent job and we appreciate your hard work.

DR. REESE: Thank you Mr. Chairman.

CHAIRMAN LIAKAKIS: Just as Vice Chairman Thomas has stated. Okay meeting adjourned.

Meeting adjourned at 10:45 a.m.

Respectfully Submitted by:

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