

CHATHAM AREA TRANSIT
AUTHORITY

BOARD MEETING

OF

March 12, 2010

10:05 A.M.

CHAIRMAN LIAKAKIS: Good morning everyone. We're glad to have the Chatham Area Transit Authority here this morning. I call the meeting to order. I call for Patricia Clark who is Secretary for the roll call please.

MRS. CLARK: Chairman Liakakis

CHAIRMAN LIAKAKIS: Here

MRS. CLARK: Dr. Thomas

DR. THOMAS: here

MRS. CLARK: Ms. Stone

MS. STONE: Present

MRS. CLARK: Mr. Holmes

MR. HOLMES: Here

MRS. CLARK: Mr. Shay

MR. SHAY: Here

MRS. CLARK: Mr. Farrell

MR. FARRELL: Here

MRS. CLARK: Mr. Odell

MR. ODELL: Here

MRS. CLARK: Mr. Gellatly

MR. GELLATLY: Here

MRS. CLARK: Mr. Kicklighter

MR. KICKLIGHTER: here

MRS. CLARK: Mr. Broker is absent

MRS. CLARK: Mr. Russell. Mr. Dawson

MR. DAWSON: Here

MRS. CLARK: And Mr. Oakley.

MR. OAKLEY: Here

Also present at the meeting was Ty Butler, Charles I. Odimgbe, and Patricia Clark.

CHAIRMAN LIAKAKIS: Okay, thank you. Item three; all of the members of the Authority were distributed the minutes of the last meeting. We need a motion on the floor to approve the minutes.

MR. DAWSON: So moved

MS.STONE: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and second for the approval of the minutes, all in favor signify by raising your hand. Motion passes. New business; let me explain 'cause there were some people that asked why don't we used the board. Well we've got extra members of the Chatham Area Transit Authority, and we don't have enough room on our regular board for regular meetings to put there so that's why we raise our hands for approval or disapproval for items that we have on business.

MR. BUTLER: Mr. Chairman.

CHAIRMAN LIAKAKIS: Yes.

MR. BUTLER: Pardon me, but I believe that Mr. Russell, Board member Russell is actually here in the audience and he may need to come forward.

CHAIRMAN LIAKAKIS: Mr. Russell, just have a seat right here on the other side of Patricia, right in this area. Alright we'll have the Executive Director's report now, Charles.

MR. ODIMGBE: Thank you, Mr. Chairman; members of the Board I am happy to report that ridership continues to be strong for the month of February when compared to the same time last month. We are very hopeful that this trend will continue as we make incremental improvements to the system as you all have noted. Also, looking at when I first showed up there were some challenges with collecting data and we got new fare boxes in and we are very confident with the data that we are collecting today, but I'm here to let the Board know that staff actually did a wonderful job despite the challenges that they had previously with collecting data for last year's numbers because they seemed to have been trained in the same way. So when you compare those numbers to what numbers we have today there are a lot of similarities that will point to the fact that staff was doing a good job at the time making sure that the numbers are accurate. We continue to improve the bus stops by installing the new stops that we procured, but I just want to make sure that the Board understands that I continue to speak

with some of our stakeholders who have an interest in our historic stops. We've scheduled to meet with them I've been meeting with them to discuss some alternatives and maybe some kind of a compromise regarding these historic stops. However, my commitment is to the riders. I still want to make sure that I meet the needs of the riding public and just to make riding the buses so much easier for the each and every individual who either depend on the system, or may make it a mobility alternative at some point. However, the dialogue continues with the historic group.

MR. SHAY: When those meetings occur, if you could let me know about them I'd like to try and participate.

MR. ODIMGBE: I will do that. Sombrero shelters, we've taken delivery of Sombrero shelters. We have not begun any installations because we're still trying to procure the services of a contractor to help us with installing these shelters. We've identified all of the locations that the shelters will go into, and we took particular care to make sure that most of our transited districts were impacted or will actually get some kind of a –get a shelter through this process. The Board is aware we have some hybrid buses that came in and we are glad to report that the hybrid buses are giving us two extra miles per gallon when compared to the regular diesel buses. Comparatively we are looking at –if all of our systems went hybrid today we are looking at approximately \$577,000 in savings annually with these hybrid buses. I really think within 2 to 2 ½ years you will see these buses actually pay for themselves in terms of the additional cost of procuring these buses. And since we are only –we did only a 20% match for a small number of the buses, the recovery rate is gonna be much quicker than 2 ½ years. I'm looking at the total cost of the bus which is a little over a half a million dollars. Also, the Board understands that we conducted a test of the G-2 diesel blend to see if its gonna increase our mileage. We are here to report today that the test is completed and before the buses that we used for this test we derived one extra mile to a gallon with the G-2 diesel fuel. When that number was projected by the Finance Director, we found out we would be saving approximately \$325,000 a year if all of our fleet use this particular G-2 diesel blend. However, we're not gonna jump to that yet; we will still have to do some kind of a cost benefit. G-2 diesel blend does cost more than the regular diesel. We will look at the cost of G-2 diesel blend, the quantity that we would need to give us our 5% blend and then determine at that point if it's really gonna give us some savings if we went that route. All – I will bring those reports to the Board as we – as they become available to us. The Teleride service is still going well, just want to let the Board know that Veolia is looking at Chatham Area Transit Teleride for a pilot project. This pilot project will make the Teleride system go totally paperless. All we have to do is we make a call – you make a call, schedule your ride, the ride is scheduled straight directly to the bus with no paper –with no papers whatsoever. The drivers won't even know what is happening; they just pick up the bus. There's gonna be a mobile data terminal on the buses that will give them their assignments as they are finishing one after another. If we

are selected, this is something that is gonna happen very quickly. Veolia is really itching to get this program functional. They were very impressed by what they saw when they came and took a look at our Teleride services. So I'm awaiting the call for the final selection and really hopeful that we will be selected for this particular program. The cost of deploying this particular system would be (in audible) entirely by Veolia. There's no cost to Chatham Area Transit or the Board. The 2010 budget we are working on our budget. It seemed really high given everything that we have to do for next year. Just want to let the Board know that just in matches for our capital projects we are pushing about \$3 million that we need to just match all the capital projects that we have on the books. If you wondered why we have so much capital grants and they're still sitting on the books for a long time, it's all about local match. So my goal is to schedule a work session –a budget work session with the Board to just discuss these issues because somehow we really need to get these grants off our books one or the other. They are gonna sit there forever and we cannot continue to push it forward every year. Sooner or later it's gonna become detrimental to our ability to acquire more grants from the federal government. So that's really an issue that I would like for the Board to look into. And that's all I have.

CHAIRMAN LIAKAKIS: Okay any questions? Patrick.

MR. SHAY: Charles I think we kinda skipped forward to the verbal update on the G-2 diesel blend test. You included that in your report.

MR. ODIMGBE: Yes I did and I'm sorry --.

MR. SHAY: That's alright. Are we gonna do it again? Or are—

MR. ODIMGBE: No, no that was my oversight. I was gonna ask the Chairman to combine number one and number three for me. The president of 11-Good Energy was supposed to be here. He had a personal emergency he had to attend to.

MR. SHAY: It's not a criticism. I want to point out for the Board and the people that are listening, that when you say the hybrid buses are 2 miles per gallon better where the diesel fuel is 1 mile per gallon better: I drive a little Volkswagen when I drive and it gets over 30 miles per gallon. So that doesn't sound like that much, but our buses on average get about 5.

MR. ODIMGBE: 4

MR. SHAY: Yeah 4 or 5. So when you do 1 or 2 miles per gallon better, we're not talking about a little improvement we're talking about a big improvement.

MR. ODIMGBE: A lot of improvement

MR. SHAY: Thank you.

CHAIRMAN LIAKAKIS: Okay.

MR. FARRELL: You might want count that percentage improvement in addition to miles per gallon.

MR. ODIMGBE: Hopefully we'll get a more comprehensive report to the Board. These numbers were just coming at us and I felt good about them and I said "I think it's something I want to share with the Board at this time."

CHAIRMAN LIAKAKIS: Bill and then Helen.

MR. OAKLEY: To put a fine point on it I just ran some calculations while we were talking, and it looks like on the G-2 if the numbers are right, it's a 20% savings. And I guess my question is do you feel good about the fairness and the accuracy of the data collection to reflect that 20% is that—the controls that you held in place to do that or—

MR. ODIMGBE: Yes I do. Actually this is my second test of the G-2 diesel blend. The first —of course the first time you do something you never —you don't see all of the little corners, but this time we took particular care. We were very very careful with the controls and everything that we did to make sure that we can actually stand behind those numbers.

MR. OAKLEY: Well the study that we have shows the 20% which is exactly what it was hypothesized we might expect. Using those same numbers at 4.25 miles to the gallon on the initial bus fleet, if you add 2 that's a 47% improvement.

MR. ODIMGBE: As you can see, he's so much better at math than I am.

CHAIRMAN LIAKAKIS: Thank you, because we want our citizens to know the savings by helping in many areas for pollution that helps of course money wise which is most important that we get that extra mileage and all. Helen.

MS. STONE: Thank you Mr. Chairman, Mr. Odimgbe is any of the local match – I mean the local match money is any this you're looking to the state for?

MR. ODIMGBE: The only one that we have state match is the downtown terminal. The state is matching 10% of it and none of the other grants have any match. We are gonna be bearing the 20% match for the rest of them.

MS. STONE: I guess my question was should the state participate and wasn't the state to participate in some of the local matches to begin with?

MR. ODIMGBE: Well let me answer should the state participate—I mean anytime that we can get the state to give us money it's always a win for us. However, the condition of the State budget is no new to anybody and they have no appetite whatsoever to help anybody – they are trying to dig themselves out of their on budget challenges. The second question regarding was the state supposed to help us. Yes. And they are only helping up with the downtown terminal. When the budget issue came about the state discontinued helping the transit systems with part of their local match. So it's now back to the transit systems to raise their own local matches for the projects.

MS. STONE: Well the only reason I bring that up is that they do help with MARTA and I was wondering why we don't get any help down in this area with our local transit. So-

MR. ODIMGBE: The MARTA issue is actually a legislative matter. I think the state actually passed legislation to help MARTA and in fact, I spoke to Mr. Shay about this issue. The concern is that there are three other Transit systems in Georgia that need to get lots of state help just like MARTA does and we're not. Mr. Shay was kind enough to explain to me its – you know when you look at the Georgia transit system you have MARTA and then nobody else because the rest of them are so little they don't even show up on the radar screen.

MS. STONE: So if I understand you correctly the State legislature voted to appropriate money for MARTA and no one else.

MR. ODIMGBE: Yes, through the sales tax, yeah MARTA can use the sales tax both for matching of their capital and operating and no other transit systems can do that.

MS. STONE: Mr. Chairman, I mean maybe we need to talk to our legislators about appropriating some money for our bus system because it's critical. We've got people that need this for employment and we're doing the best we can, but for them to give money to Atlanta for MARTA for transportation and overlook all of the other counties is just not right. I mean we pay state taxes. The citizens of this community pay state taxes and so I don't understand why all the money needs to stay in Atlanta to provide transportation for the citizens in Atlanta when we've got citizens down here that are just as deserving as the citizens in Atlanta. That's all I wanna say. Thank you.

CHAIRMAN LIAKAKIS: Patrick.

MR. SHAY: When we were in Atlanta for Savannah day, State Representative Craig Gordon said to our delegation; there were over a hundred people there in the room. That his belief was that he would require

before the legislature reauthorized help for MARTA in Atlanta that he would add an amendment that our system would also receive the same kind of treatment. So I think our legislative delegation is aware of that and we should probably reinforce to them our desire.

MS. STONE: That was my question maybe a letter needs to go from our Chairman stating that we are looking for some assistance here because if we don't ask we're not gonna get. There's no doubt about it.

CHAIRMAN LIAKAKIS: Priscilla

DR. THOMAS: Thank you I think my colleague Mr. Shay stated it very correctly. Our delegation is certainly aware of the issue. And I'm that Representative Craig Gordon is taking the leadership in that and hopefully that the others will follow. This is not the first time that we have asked and requested some assistance in this area so hopefully we will be able to move forward in this time, but we have to be consistent in whatever we do and as Ms. Stone has said "you ask not, you get nothing".

CHAIRMAN LIAKAKIS: Okay thank you we'll to some correspondence goes to the legislators. Next, the service award recognition for Administrative Manager, Earl Perry for 20 years and Employee of the Year Bus Operator, Deborah Hamilton 15 years. Would they come forth please to the podium. Charles you want to go up there also.

MR. DUMAS: Good morning. We'd ask for our Chairman, Pete Liakakis to come down if he would and do the recognition of the plaques for our two employees on today. Good morning to the entire Board.

CHAIRMAN LIAKAKIS: Okay this plaque reads Chatham Area Transit in recognition of Earl S. Perry for induction into the Chatham Area Transit Safety Hall of Fame March 3, 2010 and of course we want Earl to know because his long time service with the Chatham Area Transit to be able to help our citizens to have transportation where a lot of them don't have transportation except for our Chatham Area Transit system that we have. Congratulations Earl. Would like to come to the mic and say a few words.

MR. PERRY: To the Chairman, to Commissioners, Mr. Odingbe, fellow friends and fellow employees, it takes me with great honor to except this plaque for 20 years with Chatham Area Transit, but I could only do through the assistance of my co-workers. And I would say I'll be there 20 more years, but I don't plan on being there 20 more years. Thank you sir.

CHAIRMAN LIAKAKIS: You're welcome, and of course the Chatham Area Transit Employee of the Year Deborah Hamilton. This award celebrates the employees leadership, professional and customer service attributes March 3, 2010. That's when they had – when I use that particular date, is when they had a particular function over at the Transit Authority; and of course

Deborah we thank you very much for your service also because that's important and a lot of people don't realize how important the transit system the bus system that we have in Chatham County. Because a lot of people depend on it and when we have employees like you and Perry it makes a big difference because you put out a lot and of course you are well recognized for being the employee of the year. Thank you.

MS. HAMILTON: Thank you very much. Thank you to everyone.

MR. ODIMGBE: Thank you. Chairman I just want to mention that actually Enoch Dumas also has 20 years of service, but being the modest person that he is; he did not want us to do any fanfares for him today. However, by mentioning his name you can see how well I do listen to what my staff asks me to do. I just want to make sure that we acknowledge him; he's got twenty years and also a member of the Hall of Fame.

CHAIRMAN LIAKAKIS: Thank you. Item four, monthly update on CAT system wide performance.

MR. ODIMGBE: We do have the information in the Board packet for you and we will take any questions regarding the financials that we gave to the Board.

CHAIRMAN LIAKAKIS: Okay that was distributed along with all of the information. Item five, request Board approval to award a contract for construction of one 67', 149-passenger Sub ferry vessel.

MR. ODIMGBE: Thank you Mr. Chairman. We are asking the Board at this point to award the contract for construction of a 67', 149-passenger vessel. This will be an addition to our ferry boats and it will give us the much needed spare ratio which we don't have at this point. This money is being funded through a federal grant that was received by Chatham Area Transit. Attached also are all of the respondents to our request for proposal. We picked Custom Steals because we believed that they were the one with the most responsive bid and within our budgetary constraints. We are recommending to the Board at this point to award the contract to Custom Steal Boats for a fixed price of \$1,497,360.84.

CHAIRMAN LIAKAKIS: Patrick.

MR. SHAY: Mr. Chairman as a matter of clarity I would like for the Board to understand that the money for these ferry boats that it was the Trade Center Authority that engaged in the lobbying work necessary to get the funds allocated through the federal legislative process, that CAT is the beneficiary of that in receiving the hardware, but that also the Trade Center Authority and it's partners in the transportation business, and I see Rear Admiral Coffey is here in the room today; that they –that that organization

and not Chatham Area Transit or the tax payers of the transit district met the match requirement.

MR. ODIMGBE: That's correct.

MR. SHAY: This has not been a draw against any of the resources that are used for the land based transportation system and in fact, has been a substantial contribution to the assets that the Chatham Area Transit runs. So the Trade Center Authority has been instrumental in vastly improving the balance sheet, if we had one, of the Chatham Area Transit through this process and other things and I just want to make sure that there's no confusion on anybody's part that's listening to this that these are using resources that are being taken away from the land based system.

MR. ODIMGBE: That's correct.

CHAIRMAN LIAKAKIS: Dean.

MR. KICKLIGHTER: May I ask on that Commissioner Shay the ARRA grant, was the Trade Center the leader on that as well as the 2004 Federal Highway Administration grant?

MR. SHAY: The ARRA grant I believe was something that Chatham Area Transit made the submission for and that is not something that was done through the legislative process, but a lot of the other grants that have been used for this system are marks that have been – we've had great assistance from Congressman Kingston and Congressman Barrow in obtaining those.

MR. KICKLIGHTER: Okay 'cause if we can move and tie – this is part of the update actually at this point?

MR. ODIMGBE: No we are asking financial on this particular item.

MR. KICKLIGHTER: Okay. Alright, if we can tie together and talk real quick about 5 and 7; 7 has the purchase of 25 Sombrero shelters and seats. What's happened here is you have here funding that same ARRA grant, America Recovery Reinvent Act and you're using \$1 million from that fund to fund the vessel and your using \$52, 950 to fund the 25 shelters. Now the ARRA grant was a \$3 million grant that Chatham Area Transit obtained for capital –various capital projects. So my question was really tying this together; if we're taking 1 million away to fund a boat when the Commission here set the priorities years ago –and thank you by the way, for the 25 shelters, but I believe we need 2 or 3 hundred out there. Is this money coming – I don't know who I'm talking to at this point so I guess you're the only one who can answer my question.

MR. ODIMGBE: I will answer your question just-

MR. KICKLIGHTER: Is this money coming from monies that could be used to pretty much finish that port that we've been trying to do or actually your only using 1 million from the 2004 –your using – your wording in here actually is funding for this vessel which is 1.5 million, you'll use 1 million from the ARRA funds and then you'll use funding you have 1 million from the 2004 FHA grant and you'll use the remaining portions of that to pay the remainder. So why not flip that and pay the million with the grant if the Trade Center is responsible for – and then pay the 500,000 part from the ARRA funds which we have more discretion to be able to use on other capital projects.

MR. ODIMGBE: Yes Mr. Kicklighter I think staff has totally, totally confused the Board. I can see where you're coming from with trying to change the way we are making this application. In reality the Sombrero shelters are not being funded through the ARRA funds. It's coming out of a SPLOST account and I believe it's a 2009 SPLOST account. Having said that I think Mr. Chairman, I would like to withdraw that particular staff request and have my staff redo it, because I think the information here is not correct.

MR. KICKLIGHTER: Which request, both?

MR. ODIMGBE: The Sombrero shelter. The boat stays, but the Sombrero shelter.

MR. KICKLIGHTER: Speaking on the Sombrero shelters, on that with the ARRA request you have 14% contingency, but not to exceed 60,000 which if it was a matching grant 52,000 from one thing and then, you know. So you using no grant money.

MR. ODIMGBE: For the Sombrero shelter there's no grant money involved and that's why I wish to withdraw that particular –

MR. KICKLIGHTER: Is there a reason why not?

MR. ODIMGBE: Say that again sir.

MR. KICKLIGHTER: Is there a reason why?

MR. ODIMGBE: We are not using grant for this?

MR. KICKLIGHTER: Yeah, we have the \$3 million that the staff report says we can use.

MR. ODIMGBE: Actually this particular Sombrero procurement came about because the County Engineer informed me that he does have approximately \$57,000 in his SPLOST account that was earmarked for shelters. So it's already been earmarked for shelters and we just using that to make the purchase.

MR. KICKLIGHTER: So then you're also gonna ask for an additional 60,000 on top of that?

MR. ODIMGBE: No, no we're just going to use whatever amount in the SPLOST that was earmarked for the shelters to make the purchase.

MR. KICKLIGHTER: Okay, well I moved to just remove that and then you could (in audible)

MR. ODIMGBE: That's why I'm asking for the withdrawal because we have totally confused the Board and that wasn't the—

MR. KICKLIGHTER: Back to the first part on the ferry vessel here. The 2004 FHA grant \$1million dollars, \$3 million granted to Chatham Area Transit from ARRA and the staff report says various capital improvements. If the 1 million 2004 grant, \$1million grant from 2004 is more specific and it was lead by the Trade Center Authority should we not make that the primary monies used to purchase and use the AAR—should we not pay the million out of that and then 500,000 out of the ARRA funds if its less, you know, specific of what you have to use it for.

MR. ODIMGBE: Yeah, let me clarify something. When we talked about using grants that are earmarked for several different projects, because of the way these things work the 1 million that was earmarked for the boats is just earmarked for the boats period. However, that 1 million may be coming out of another \$4 million grant for which 1 million may be earmarked for the boats and every other equipment may come out of the other 3 million. So we are not in a sense robbing Peter to pay Paul and we cannot—we do not have the discretion of picking except for our discretionary grants picking what we use or what we buy with these grants. Most of them are specific to certain grants. When the Trade Center Authority made the request the way the grant may come out will be the Trade Center made a request for 1 million, CAT made a request for 3 million, total is 4 million and that 4 million grant may have to go to earmark towards 5 or 6 different projects that come up to that amount.

CHAIRMAN LIAKAKIS: Charles your finance person is right there and they are here because sometimes things are put up for her to explain it on that that would help out. Go ahead.

MS. THULIN: Okay let me clarify, there's two separate ARRA grants. One was for about 4 million that's specific to CAT; which we're gonna be using to purchase some buses and some other items. Then there was a million dollar grant that was specifically in water ferry funds. So they're two separate pots. Okay. Does that help?

MR. KICKLIGHTER: Yeah, 'cause the staff report actually shows the 3 million instead of a \$4 million.

MS. THULIN: Its very confusing. We have a \$4 million grant that is specific for CAT projects and then the 1 million is separate specific for water ferry.

MR. KICKLIGHTER: That helps.

CHAIRMAN LIAKAKIS: Patrick.

MR. SHAY: Mr. Chairman in light of all that clarity, I'd like to make a motion that we accept the staff's recommendation and award the contract for the ferry boats as the procurement process is recommended.

MR. FARRELL: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second, but Charles on this request now and Commissioner Shay knows the problems that we had with the other 2 ferries and we want to make sure now that the design on this one there's not gonna be any misunderstanding and they not going to be building it without monitoring by this CAT Authority, you know your people so we don't have that noisy boat, we don't have the one that's slow in movement, we don't have a brand new boat that we had to remodel, you know, to take care some of the negative they were because that's really important. Because you know moving these people across and especially with the Trade Authority has done, you know, and to suffer to some degree in the beginning with this transportation of those ferries. We just want to make that - we've stated this before, but we wanna make sure that these people have a contract with us to do what the design is if that design is right. Is that correct?

MR. ODIMGBE: That's correct, you know and I know you have made this point to me several times before. We will be very diligent about the construction and hopefully we've learned from some of the mistakes we have made in the past and I promise not to repeat those mistakes. You know that's part of what we do; we live and we learn and you know we try to pave a new path. But all of this will be taken into consideration during the construction to make sure that we do not repeat the past mistakes.

CHAIRMAN LIAKAKIS: Wayne and then Harris.

MR. DAWSON: Yes. I was just gonna ask if Mr. Coffey could come forward and maybe say a little bit about the controls that we put in place. He was sharing some of those with me privately earlier and if he could may be share that with the audience maybe we can be a little bit more content with going with this vendor.

MR. COFFEY: Good morning, Bob Coffey I'm the General Manager of the Trade Center. The concerns expressed by the Board are valid ones. They were taken into consideration in the specification which we; this time

around, had the opportunity to write. There was no specification for this boat as to noise, speed, passenger capacity, vibration anything else written into the original procurement process for the other 2 boats. Therefore, CAT, Trade Center Authority, our other partners went back and came up with some engineered solutions to the worst of the problems with the first boats. This boat is subject to a very strict specification including Coast Guard regulations having to do with noise both in pilot house and in the passenger cabin. The navel architect who designed this boat is doing so with full knowledge and with involvement in a kind of a backward looking way with the original boats. In other words the navel architect who designed this boat is the guy that fixed the last 2 boats. He's well respected, the yard that will be building this boat is extremely well respected; it is not a kind of assembly line boat builder as the last contractor was. Again just to clarify a little bit going back on the source of funds of this boat. There is a total of a little over 2 million in the harbor for this vessel of which 1,497,000 is to build the vessel itself. There is an additional 330,000 in the engine and drive train package which is being procured separately. So its gonna end up to be about a million nine project. So we're kinda bumping up against the top of our funding, but as Beth said the ARRA grants came specifically out of the ferry boat discretionary program of FHWA. So it had a very tall fence around it.

CHAIRMAN LIAKAKIS: Thank you Bob appreciate that. Harris.

MR. ODELL: Call for the question.

CHAIRMAN LIAKAKIS: Okay everybody in favor of the motion raise your hand please. Russell. That is if you're in favor.

MR. RUSSELL: Okay.

CHAIRMAN LIAKAKIS: Okay. Okay anybody oppose? Make note of that Patricia.

Note: Mr. Kicklighter opposed motion.

CHAIRMAN LIAKAKIS: Okay one of the other things we've called for the question and everything, but Charles lets make sure that that contract is iron clad so there won't be any misunderstandings because we've had some contracts before that didn't have enough specifics in there and the Transit Authority and the citizens of this community we suffered from that. So that's what we want to make sure of this time also. Thank you. Next item, request Board authorization to issue a request for proposal for banking services. Charles.

MR. ODIMGBE: Every soft often we come to the Board and asking the Board to allow us to issue a request for proposal for banking services. Currently Chatham Area Transit does bank with Wachovia. That contract is

up and we would like the Board to authorize us to issue a request for proposal for banking services to consider if Wachovia is still providing the best banking support for the transit system.

MR. ODELL: Move for approval.

MR. KICKLIGHTER: second.

MR. FARRELL: Second.

CHAIRMAN LIAKAKIS: All in favor raise your hand. Motion passes. Item seven, request Board approval to purchase 25 – 4’x8 x 6’ Sombrero shelters and seats and installation at various Chatham County locations.

MR. KICKLIGHTER: That’s been removed.

MR. ODIMGBE: I am asking the Board to allow me to withdraw that particular procurement.

CHAIRMAN LIAKAKIS: Okay.

MR. ODELL: Wait a second. The only confusion is that staff had provided information and made it appear that it’s coming from the same funding as one of the other requests when in fact it is not.

MR. ODIMGBE: That is correct. Basically what happened is this typically this happens when you use a boiler plate and you forget to take off from the boiler plate some information. This Sombrero procurement is coming out of SPLOST which is in the engineering department and not – that’s the only difference.

MR. ODELL: Okay may I finish. The point being is that a: we have the money is that true.

MR. ODIMGBE: We do. Yes.

MR. ODELL: B: the money is coming from a designated SPLOST account.

MR. ODIMGBE: That’s correct.

MR. ODELL: We’ve clarified any objections as to whether or not its coming from a federal funding program have we done that?

MR. ODIMGBE: Yes we’ve done that. It’s not coming from any federal funding.

MR. ODELL: Why are we continuing it then?

MR. ODIMGBE: You know, because I just –it’s not really my intent to bring confusion to the Board.

MR. ODELL: I think we can do it today.

MR. KICKLIGHTER: What amount are we approving and that’s in the can.

MR. ODIMGBE: It’s the same amount with the 14% contingency.

MR. ODELL: The amount call for a number Mr. Odimgbe.

MR. ODIMGBE: Say it again.

MR. SHAY: Number.

MR. ODELL: Number

MR. ODIMGBE: The amount is 60,363

MR. ODELL: Move for approval.

MR. SHAY: Second.

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

MR. ODELL: Now that wasn’t too hard.

MR. KICKLIGHTER: That’s the total, that wasn’t including the 14% of whatever that was \$60,000

MR. ODIMGBE: That’s with the 14%.

CHAIRMAN LIAKAKIS: Okay meeting adjourned. Thank you.

Meeting adjourned at 10:40 a.m.

Respectfully Submitted by:

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