

CHATHAM AREA TRANSIT
AUTHORITY

BOARD MEETING

OF

December 3, 2010

9:49 A.M.

CHAIRMAN LIAKAKIS: What I'd like to do now is call the order for the Chatham Area Transit Authority and ask for Patricia Hawkins for the roll call please.

MS. HAWKINS: Good morning, Mr. Liakakis

CHAIRMAN LIAKAKIS: Here

MS. HAWKINS: Dr. Thomas

DR. THOMAS: Here

MS. HAWKINS: Ms. Stone

MS. STONE: Present

MR. HAWKINS: Mr. Holmes

MR. HOLMES: Here.

MS. HAWKINS: Mr. Shay

MR. SHAY: Here

MS. HAWKINS: Mr. Farrell

MR. FARRELL: Here

MS. HAWKINS: Mr. Odell

MR. ODELL: Here

MS. HAWKINS: Mr. Gellatly

MR. GELLATLY: Present

MS. HAWKINS: Mr. Kicklighter

MR. KICKLIGHTER: Here

MS. HAWKINS: Mr. Broker

MR. BROKER: Here

MS. HAWKINS: Dawson

Also present at the meeting was Ty Butler, Kevin McDonald, Mike Ake and Patricia Hawkins.

CHAIRMAN LIAKAKIS: Okay thank you very much Patricia. We have – we need a motion on the floor for the approval of minutes. All members of the Transit Authority were sent those minutes of the last meeting. Need a motion on the floor and a second.

MS. STONE: So moved Mr. Chairman.

MR. BROKER: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second for the approval of minutes. All in favor signify by raising your hand. Motion passes. For the information of the audience there, we've got a board where we vote but because we have a Transit Authority and there are a number of appointed members also that's why we don't go on the board for the voting, we raise our hands. Under new business I'd like a motion on the floor to put item 3 to item 1 for the introduction of the Interim Executive Director.

MS. STONE: So moved.

MR. FARRELL: Second.

CHAIRMAN LIAKAKIS: Alright we have a motion on the floor and a second. All in favor signify by raising your hand. Motion passes. What I'd like to do right now is introduce the Regional Vice President for Veolia Transportation. As a number of you know and many citizens out there is that we have a public private type of arrangements now for the running of our CAT bus system and now I'd like to introduce Michael Ake who is the Vice President and I'd like to say something too. When we called and spoke to Michael concerning a change in direction that he responded immediately and now he is here today to introduce our Interim Director, Michael.

MR. AKE: Thank you Mr. Chairman, Commissioners. I come before you with mixed emotions today to first say good bye to our current General Manager and Director Charles Odimgbe, but more importantly to introduce an Interim Director Kevin McDonald. Mr. McDonald has been an employee of Veolia for the last 10 years on our Foothills Transit operation in Southern California. Its one of our premier locations on the Left Coast as we like to call it. Currently Mr. McDonald is the Chief Operating Officer and has been that position for the last 8 years at Foothill Transit. That organization operates about 300 vehicles. He has approximately 800 or so employees. Kevin has I believe its 8 direct reports at the director level so his experience level, I hope you will agree with me, is commensurate for the position. As I explained it to several of you once before, during our Executive search I wanted to make sure we did not lose focus in the transit operation here and I wanted to bring somebody in immediately while we go through the search. Kevin's Board has been kind enough to release him for 90 days – up to 90 days while we do a search. I will tell you Kevin is someone I'm very interested in for the permanent position and I'm hoping while he's here the charms of Savannah will seduce him and realize it's a much better place to be than Southern California. With that said, I'd like to turn it over to Kevin.

CHAIRMAN LIAKAKIS: Kevin.

MR. MCDONALD: Thank you Mike. Thank you Mr. Chairman. I have been in Savannah now for 3 days. I got in on Monday night and was on the property on Tuesday morning. And I have to tell you I'm extremely impressed with what I've seen so far. I thank you for the opportunity to be here and serve this community and I just want to assure you that along with the rest of Veolia team I am here to insure that your agenda continues to move forward and that we continue to deliver at and beyond your expectations through the transition process. Thank you.

CHAIRMAN LIAKAKIS: Okay good. Glad to have you in that position Kevin. We welcome you as the Chatham Area Transit Authority and we've got a good system and we want to do everything we can to help those people in our community that don't have transportation; in fact in the 2000 census it showed that we didn't – we had a little over 16,000 people who did not have transportation in Chatham County and this is vitally important that we have not only the bus system for those people because a lot of them use it to go to the doctor. A lot of them use it to go shopping. A lot of the use it for transportation that they do not have and of course we want to encourage all of our citizens they can help themselves save money by using our public transit system. They can reduce congestion, they don't have to be in those lines where they are waiting so much and they help reduce pollution if they ride our great public transit system. And now what I'd like to do Kevin is start with the agenda with you and the first item on the agenda now is the Request Board authorize the purchase of 9 paratransit buses using SPLOST funds designated for the bus purchases.

MR. KICKLIGHTER: Motion to approve.

MR. ODELL: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second, all in favor signify by raising your hand. Thank you, see you did a good job already (laughing) you didn't even have to talk about it. Okay item 2, update on progress on phase 1 of the facility modification project which includes construction of the bus wash, money room and fuel island.

MR. McDONALD: Thank you Mr. Chairman. This update is on the phase 1 of the facility renovation project at CAT. As you are aware the facility especially the bus wash facility was built in 1994 and is now beyond its useful life and is no longer performing up to specification. This request is to look at a process that will allow the phasing of that renovation project that would begin with the construction of a new bus wash facility and engine wash facility and as you know the current location is not amenable to the best operation of that function and there are some aspects that actually cause physical damage to the vehicles. The staff is expecting the delivery of construction documents later on this month on December 21st we'll then have the information necessary to put the bid documents together and out for bid in the early part of next year.

CHAIRMAN LIAKAKIS: Okay good. Thank you and we have information prior about that particular construction phase too that was brought to us previously Kevin. So we'll now go to item 3 which would be now moving to the Transit Terminal report and this will be given by Commissioner Patrick Shay.

MR. SHAY: Thank you Mr. Chairman. I'll refer to the minutes that we just approved a few minutes ago on page 10 and I'm quoting remarks that I made to Mr. Odimgbe at that time. "And I'm putting you on the hot seat in the sense that you represent Veolia in the face of this County and I want to make sure that you report back at the next meeting to the progress that we are making on both the Transit Center and the Comprehensive Operations Analysis and that we get an ongoing report at each of our meetings so that we can track that as a milestone." So Charles I see you're still here um I suppose turnabout is fair play. Now that you're gone I'm giving the report so it's a – I'll try and do my best but it's not my anticipation that as a Board member in the future that I would be giving the report on staff work okay. The Transit Center project or Center Station continues to rock along after only 16 years now. We have four main challenges. The first is the acquisition of the land that we need. We have been moving forward with the attempt to acquire the Greyhound site and although I can't disclose everything that we have been discussing in executive session that process has hit another bump in the road in the sense that the appraisals that we received were a bit of a surprise to us. And so we have yet again challenges with the land acquisition although I'm sure that we'll be able to work through them. The second item is the program itself, for the facility. The program that has been used for the design efforts up to now is actually the same program that was developed 16 years ago. It hasn't had much chance to mature and we have been waiting as a Board patiently for Veolia to help us understand through the Comprehensive Operations Analysis of what the impact might be on the actual program for the facility. That Comprehensive Operations Analysis I know is ongoing but has been ongoing for a long time. We look forward very much to hearing reports as to how that might impact the eventual design of the building. The third aspect is the design itself. It's my understanding that there was recently a reorganization meeting with the AE team and that they are in the process right now of developing two alternatives for the site that we hope to be able to acquire from Greyhound; one which would largely retain the existing building and renovate it. The existing building is a bus station. What we are trying to create is something that is more than that. But there seems to be enough facility there in order to accomplish that. An alternative would be to demolish that building and build a new facility on the same site that is purpose built. Either alternative will require another pass through the NEPA process so that we would go back and engage our federal masters in helping us to understand how we can and cannot spend federal dollars in order to be able to do that. I would remind the Interim Director that we also have local regulations that have to do with what kinds of buildings can be built if they're new construction in our historic district of Savannah. This building has been surrounded by a great deal of controversy over the last 16 years. Primarily over its original location which was inside the national landmark historic district, but Savannah has many many historic districts and the local jurisdiction boundaries are draw wider than the national boundaries. And so please be aware that while we're also making sure that they are expectable to the state

historic preservation office and the national park service that we also have a local process here. I will look forward to hearing I think, as the rest of us will from the selected consultants who presumably are being paid for their advice to give us their recommendation on what their preferred alternative is at the next CAT Board meeting in approximately a month, okay. And the last issue is the funding itself, that too has been a moving target. I think we've discussed this in executive session so many times that just about everybody up here gets a headache whenever we talk about it again. I see a grant tally here that's been prepared by somebody called Szymtek that has grants on it, but I guess it doesn't have the capitol grants for the Transit Center that have been accrued over the years and accumulated and fought for hard up in Washington, D.C. I would love to see an accounting of all the funds that are available to the project both from local and state and federal sources because there have been a lot of promises made. There have been a lot of funding obligations, none of which we've been able to take down because we frankly haven't been able to deliver a project to the satisfaction of this Board or FTA. And one of the reasons that we chose to go the largest and best transportation and logistics management firm on planet earth is because we want you to make sure that this nut gets cracked okay. So we all, I think, look forward to your report in about a month and it'll be your report this time instead of mine because frankly these guys are tired of hearing me talk about it.

CHAIRMAN LIAKAKIS: Okay, thank you Kevin and we know from your experience and all working that we can get some movement on this right away.

MR. KICKLIGHTER: Kevin we almost fooled you by how easy we approved that first thing.

MR. MCDONALD: If I might –

MR. HOLMES: Mr. Chairman?

CHAIRMAN LIAKAKIS: Yes.

MR. HOLMES: Could I ask a question? During the process of the Transit Center for the last 2 years, who took the point in coordinating that?

CHAIRMAN LIAKAKIS: Well we had to some degree it was Charles Odimgbe the former Director and then we had our Assistant County Manager Pat Monahan who had been doing some negotiations with the Greyhound people.

MR. HOLMES: Alright with that said, moving forward who's gone take the point now?

CHAIRMAN LIAKAKIS: Well actually I spoke with our Assistant County Manager and he stated that he is set up now to go ahead and work with Greyhound and do the negotiations with them to acquire the property and then bring that information back to our Transit Authority group so that we might approve what has been negotiated with the Greyhound Bus company and then of course Kevin will be working on that also with our

Assistant County Manager Pat Monahan 'cause its gonna take the teamwork with Kevin here, Veolia and of course our Assistant County Manager.

MR. HOLMES: So the point person gone be who?

CHAIRMAN LIAKAKIS: The point person of course will be Kevin and then the assistance will be with our Assistant County Manager who knows all of this and he'll be working with Kevin.

MR. HOLMES: Kevin you will be the point person?

MR. MCDONALD: I will. I will Commissioner. I've met over the past few days with Mr. Kaigler and consulted with Mr. Miles just yesterday and Mr. Odimgbe to be updated on the status of that project and I know the significance of that project to this community and to this Commission and it is at the top of my priority list. I've been given no – with no unclear terms the significance of that project to this body.

MR. HOLMES: So who is your team Kevin?

MR. MCDONALD: I have a number of people as Mr. Chairman mentioned. I will work closely with Mr. Kaigler. We have our operations folks on the Veolia team – our operations and safety team. Specifically our entire Executive Team on the Veolia side as well as the Environmental Consultant Mr. Myers. There are other members of the team that I still have to meet.

MR. HOLMES: Well I'm asking that question because I've been here now for 6 years and this was on the radar since I've been here. As my colleague say we get a headache when we hear about it and talk about it. The headache is getting much greater and is growing to be a little pain. That's why I'm trying to put my hands, who should we turn to as the point? Who's on that team? And is this a priority of yours Kevin or some other things under the radar is not a priority of yours.

MR. MCDONALD: This as it's been explained to me is priority one Commissioner.

MR. MCDONALD: Thank you sir.

CHAIRMAN LIAKAKIS: Okay Priscilla.

DR. THOMAS: I think Commissioner Holmes has stated what I wanted to say, in particular about the longevity of the concern and the problem. I definitely am up to here every since its inception for 16 years. I would like to see some action between now and 2012 or before.

CHAIRMAN LIAKAKIS: Okay then the next item is the current grant update. Kevin we've all been distributed now the Chatham Area Transit Authority grant status as of November 2010.

MR. MCDONALD: Thank you Mr. Chairman and at this time I would like to introduce Ms. Lorraine Sims who is Veolia's consultant on this project who has significant experience not just with grants, but also in the transit industry with grants and she will give a verbal update with your authorization.

CHAIRMAN LIAKAKIS: Thank you.

MS. SIMS: Good morning Chair and Commissioners as I've handed out to you a snapshot of the position that CATA and Veolia has here. First I would like to take an opportunity to tell you my experience and my company is Szymtek. That is my consulting company and I have 32 years of experience in the grants and grants administration. Currently I'm a consultant as well as being employed in Florida with Palm Beach County under Palm Tran as the Deputy Director. I've worked in Florida for 33 years in transportation with different transit systems and I have worked in Region 4 which you are a part of just to let you know some of my background and let you know what I do and the expertise that I do have in grants and to let you know that what I provided to you is I went into the grants for CATA and analyzed them to see where their position was and where they were at this point and time. To see what was left, what was the original grant amount and what funding was left on the federal side and what projects remained open. Veolia hired me to assist them to help them move forward with the projects and with the funding. I'm very familiar with that, the grant process, how to work the system, know the players and help them go forward with any of the projects. And they received in the mail like we all do every year, a letter from FTA and that letter stated here's the money; here's what's out there; here's funds that you have to report on different projects that may be lapsing. Every year we get a letter from the Region that says here's money out there, you need to tell us what you're gonna do with it or you might lose it. Well every year we get that letter from the Region and we have to respond to them and say, this is what you're gonna do, how you're gonna do it. You're not gonna lose the money. You need to respond to them and just say where is it in the process and I advised that Veolia what to do. They already responded. They sent the letter to Marie Lopez and there is no issues. Two of those projects are already in the process. They're responding back and forth to FTA with comments; I saw it. We've been dealing with those different comments and there's really no problem with the grants lapsing or anything happening with those funds. Believe me FTA doesn't want lost the funds; we don't want to lose them. They're gonna make every effort to work with Veolia to make sure they don't lose them. It doesn't look good for them; it doesn't look good for us and as I speak now I know two of those projects are in the loop to be awarded already. Only one of the projects for \$88,000 that I know which is new freedom funds is already out in the competitive process that when the competitive process is completed that they can submit and that's the new freedom funds. They needed a match, so I know they're already working on that. So it just takes time. Everything takes time with FTA and you go back and forth between the program manager and the different people up there and you just work through it. And with the transition that they were going through and the different people it just was matter of working through that different transition and they hired me to assist them. And with my knowledge and expertise I can help them and train them to do that and I don't see any issues with them not getting this money in this year.

And that money doesn't expire to really September 2011. These letters go out and they want to shack you up and say "look what are you gonna do, how are you gonna do it?" and it just kind of a reminder letter that everyone gets. And I have all the confidence that Veolia and their staff will make sure that this happens. So that's just one of the things that I just want to make sure that everybody has a comfort level on this Board that that will happen and Veolia did answer the letter that was due on December 1st to the Region. In addition to that, we're working on the team system which is the electronic system that we enter all our grants and that we do on there with the Region and we're doing that now and staff is working with me on that and Veolia and I are working together on that. Also, we're working together on other funding opportunities that I'm aware of, that my partner is aware of and again I see all the grants and information that comes through because again I'm still in the industry and I know a lot of the players in the industry. I see a lot of things that I feel that maybe we can go out and do some other opportunities to seek other funding opportunities and I'll work with Veolia with that too. And any grants that are out there we are expediting all the completion of those grants and we're gonna continue to work with them and assist them in maximizing all their grant dollars and to seek other opportunities and I know, Commissioner Shay that you mentioned some things that you're concerned about; that downtown hub and probably maybe some NEPA process, well that's some of my expertise too. I did a FONSI (Finding Of No Significant Impact) recently on a project in a rural area so if they need assistance I will be working with them. They've hired me to do that so it's gonna be my goal to assist them in any of these projects that have been open for a very very long time. Once a project's awarded and executed they don't lose the money. The money is there until they finish the project. FTA would like to see projects done in 3 years, but you don't lose it. Once it's there, it's on the books and they've executed that project it's yours. You just have to explain to them why that it's taking a long time; whatever hurdles that you have to go through. So it's just an explanation of this is what's happened and I understand years and years out things happen...players change, people change, Commissioners change, directors change you change things and you have to explain to the federal government why things get hung up in the process, but I think working with Veolia and the staff here now I think we can get some movement on these projects. I know some of the people; I think I can help them through this and maybe we can see these come to fruition. And if there's any questions I'd be more than happy –

CHAIRMAN LIAKAKIS: Patrick and then Kevin.

MR. SHAY: First of all thank you for this document. It's a breath of fresh air. It's nice seeing it all in one place. I think for the first time in my tenure as a CAT Board member. The remaining of available FTA grant funds, you look down that column amounts to millions and millions of dollars. What is it that in general, not in specific that we need to do in order to harvest those dollars? Is there something that we're fundamentally not doing?

MS. SIMS: That is your money. That is the money that still we have remaining. That's the FTA share, that the 80% share or that's remaining to us, that is our money. That is what we still have open to—

MR. SHAY: That's in our bank account.

MS. SIMS: Correct, yes. We still those funds available to us to spend.

MR. SHAY: So what we need to do is get a whole lot better about spending it?

MS. SIMS: Well its there to spend. Those are the projects that still remain open and on the right hand side that's what you have it to spend on. That's what's remaining in your bank.

MR. SHAY: I'll surmise. We need to get a whole lot better at spending this money, 'cause we got a system that is good but could be a whole lot better and when a look down the list I see a lot things on here and "say gee whiz, we got all this money for buses and all this stuff." and almost all of that is federal taxpayer dollars. Almost anybody who keeps score knows that Georgia is a donor state. That's federal tax dollars that have been collected in Georgia and gone to Washington and now come back not been spent. So let's do it.

MS. SIMS: Some of it's in the process of being spent. When I say that it's in the process means buses may be on order they just haven't been delivered. There's again, there's processes out there that you have to do like a NEPA process, environmental that's going on. Again, like you said acquisition of land that can take forever. There's things that hold up things that you want to do for whatever reason so the money is there but it's not spent yet because money is encumbered for certain things so you have to understand that's why some of that money is sitting there. A grant has a life. However, some grants can't be amended after a certain date, but money can be revised if there's a scope. Again I can help CATA, I can help Veolia in that respect and we can look at things and we're doing that and I think that'll just take a little bit of time as we look at the grants, but I think that you have a lot of opportunity.

MR. SHAY: Thank you and I'd also like to get a copy of the letter to Marie Lopez that was sent out saying this is what the status of each of these are and what the things are—

MS. SIMS: They only had to respond to the grants for 2011. Only the 3 projects—

MR. SHAY: I'd still like to get it.

MS. SIMS: Right. I just want to make you understand it's only for the 2011.

MR. MCDONALD: You'll get a copy of that.

MR. SHAY: Thank you.

CHAIRMAN LIAKAKIS: Alright Kevin.

MR. MCDONALD: And just to clarify on the federal grant process, those funds are as Miss. Sims mentioned in CATA's name. Those funds are available to CATA and can be drawn down only after the funding has been spent so essentially the Authority spends the money and then it's reimbursed from the feds. So as those projects continue to move forward we will spend the money and then we'll be eligible to do those draw downs.

MR. SHAY: It's not in our bank account; it's in somebody else's account in our name.

MR. MCDONALD: In our name. Correct.

MR. SHAY: Big difference thank you.

MR. MCDONALD: And the listing that you have in front of you is a listing of active grants so the downtown transit hub is not on that list. We still have to complete the NEPA process on that before we can add that to the list.

MR. SHAY: Okay, thank you.

CHAIRMAN LIAKAKIS: Alright thank you Kevin. Thank you very much and we really appreciate Kevin and of course Michael for getting her involved in this because I can see now with that report the information that we have now that we will be able to proceed in a faster manner. Good. Okay next for the fiscal year now under item 6; Key Performance.

MR. MCDONALD: If I might Mr. Chairman you have before you the key performance indicators for the system and I believe this morning you may also been given just to address Mr. Shay and Mr. Holmes' question with regard to the Downtown Transit Center the COA is ongoing and the ridership counts have recently been completed. We have – we're expecting preliminary results that we will be able to present back to this body in early January, specifically on the impact of the COA on the Downtown Transit Center. So we will have that before you next month. Other aspects of the COA will be in – will be completed in February, but the specific impact will be before you at your next meeting.

CHAIRMAN LIAKAKIS: Okay the ridership data.

MR. MCDONALD: The ridership for the month of November is about 11% below what it was in October reason for that would be the Veterans Day holiday as well as the Friday after Thanksgiving we – and the Thanksgiving holiday of course so you lose ridership on the system on those days. Along with that fare revenue is also – also declines on those holidays. You'll also notice a slight drop in farebox recovery in the month of November and the drop in farebox recovery is really related to the fact that on the day after – on Veterans Day and on the day after Thanksgiving full service is operated, ridership is lowered. So your cost does not decrease, but your revenue does. Your fare revenue does decrease so that would be typical for a month which you have reduced ridership but flat service levels being offered.

CHAIRMAN LIAKAKIS: Okay and then—oh, excuse me Helen.

MS. STONE: Just out of curiosity, maybe for the benefit of the citizens watching, why would ridership be down on one of the biggest shopping days in the year? I mean I'm just curious to know why holidays the ridership would be down versus being up.

MR. KICKLIGHTER: I think I can probably answer. I think a lot of people that ride the transit system may not have the funding to go shopping where they utilize the transportation every single day to get to work and back. That would be my guess.

MR. MCDONALD: And that's something I will be certain to look into. My estimate and again I've only been here for 3 days but my guess would be that most of that ridership loss is related to work related ridership not shopping related ridership.

MR. ODELL: That's true because most of the time many business are closed on that day. A lot of our ridership is based on people going to and from work. If you don't have work that day then the ridership's gonna be down and that's the reason.

MR. SHAY: I think its great that we get these reports now where we can look at what we did this month versus last month. I think that very soon we need to add to the database and be able to get year over year so could compare November this year to November last year so that we're comparing similar months year over year as well as to previous month. I some months have 28 days and some have 31 so it'd be a good thing to compare that to prior years as well.

MR. KICKLIGHTER: Chairman.

CHAIRMAN LIAKAKIS: Yes.

MR. KICKLIGHTER: One last thing before we close because I know you've been here what 4 days.

MR. MCDONALD: 3.

MR. KICKLIGHTER: 3 days. One priority of the Commission other than the Transit Center has been for many years now to at the very least have a bench at every bus stop. We'd like to see a shelter at every single stop when possible and we've been making strides, I mean really coming along with that, but you know, we definitely want our central location the hub there but we really would like the citizens not to have to stand out in the rain waiting on transportation. So if you'll keep that in mind maybe research when you – you know, 3 more days I'm sure can get all this done, but it would be great.

CHAIRMAN LIAKAKIS: Now the Accident Analysis Report, Miles between Road Calls, Comprehensive Operations Analysis and update on the AVL project. Each one of the Board members were distributed this information and we really appreciate that very

much Kevin 'cause that's important to have a report that covers all this. Are there any specific items right there? Go ahead Patrick.

MR. SHAY: In the information distributed I didn't see the information on the AVL project can we get an update on where we are with the – and you might explain to people out there that are listening what AVL stands for.

MR. MCDONALD: Automatic Vehicle Location that is a process that I neglected to mention here I know I – forgive me for a minute while I find my notes on that. That is a process that Veolia is working with Raul Kumar of the Veolia team on implementing and we have I believe it may be the last page under item 6 of your report a timeline of implementation for the VDS which is the scheduling software portion of that system. There's the fixed route shadow implementation. You'll notice on line 12 the mobile vision and my vision passenger information system as well which is an important aspect especially as you look at a community with a significant tourism aspect it's important to get information out into the hands of your community that might not be your full-time community. So we are looking at ways to accomplish that and you've got the target dates for implementation for the mobile vision and my vision passenger information system on July 1st of next year, the VDS implementation on February 15th of next year and so on.

MR. SHAY: This is one of the significant factors that Veolia presented to us a value added an example of the kind of technology that we might not have had access to if we hadn't been able to work through you so your continued work toward implementing this is certainly part of our evaluation of your services come spring time.

MR. AKE: Mr. Chairman

CHAIRMAN LIAKAKIS: Yes.

MR. AKE: I'm sorry I have to take credit for this. We actually got a memo that's got an update from our Vice President of IT that was suppose to be included in the Board package. We've had 2 conference calls in the last months about the AVL and the IT progress and we will get that to the Board separately. My mistake.

MR. SHAY: Thank you sir.

CHAIRMAN LIAKAKIS: Okay thank you very much. Michael thank you very much for the quick action that you took immediately when you and I had a discussion to bring Kevin here and Kevin being here only 3 days and having all of this information that's outstanding and we're looking to the future with your leadership and also with Veolia and Michael we want to continue to work together so that it'll be a great transit system for our citizens and our community increase that ridership. It'll be good for Veolia and good for the Chatham Area Transit Authority as well so thank each and every one of you for your participation and your quick work and getting—because of all your experience I see that a lot of these things that you could speak about and found out where we were on the local level, that's really great that you got into this right away Kevin so thank – both of you

right now and the meeting for the meeting for the Chatham Area Transit Authority is adjourned and we will reconvene as the Chatham County Commission.

Meeting adjourned at 10:31 a.m.

Respectfully Submitted by:

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