

>> JOHN DOYLE: Good afternoon, everyone. Welcome to our December meeting for RGRTA.

It's good to have everybody here. I hope everybody had a good Thanksgiving holiday. We want to start off by adopting today's agenda.

Can I have a motion?

>> So moved.

>> JOHN DOYLE: A motion and a second. Any discussion? All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Is there anybody opposed? Thank you. Next order of business is to approve the minutes from our November 12 meeting, our regular meeting of the RGRTA

and also the Audit Committee meeting minutes from October 26. Can I have a motion for both of those sets of minutes?

>> So moved.

>> JOHN DOYLE: I'll take that as a motion and a second. Thank you. Any discussion? All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Is there anybody opposed? The motion carries, thank you.

Next on the agenda is our chief executive report, Mark Aesch.

>> MARK AESCH: Thank you, Mr. Chairman. We may have the shortest CEO report and the shortest number of resolutions in the history of the Authority for you today.

I'm just going to highlight one issue in TOPS. You'll recall at the last Board meeting you received a full report for second quarter data.

So I'm just going to highlight net income and I'm going to do it very quickly because Mr. Frye can give you the complete details on it.

You'll recall that when the Board adopted the 2009-2010 operating budget we anticipated a \$4.9 million loss through October 31.

We are now projecting \$2.6 million of net income. So a substantial change in our financial position.

You'll see there's quite a bit of change from where we were at the end of the second quarter. Again, I'll let Mr. Frye go into the details.

But largely driven by three factors. The first is mortgage recording tax on the revenue side continues to over perform compared to what plan was.

Secondly we saw substantial growth in our Welfare to Work program, driving revenue on that side.

And on the third side, I'm sorry, on the expense side, the third issue - The Board taking action on the agreement between the Authority and the ATU

last month. There's substantial savings there that goes into that \$2.6 million net income number.

I should add that that's where we sat at the end of October 31. Obviously the action by the State Legislature yesterday, reducing our state aid, essentially,

with four months to go in the fiscal year, by \$1.1 million will have a direct impact which you will see at your next Board meeting.

But we still continue to believe well into the fiscal year that we will enjoy net income for 2009-2010.

I'm just going to turn to Randy Weaver for an update on the project, but that kind of concludes my remarks, Mr. Chairman.

I'd be happy to take any questions that the Board might have.

>> JOHN DOYLE: Any questions for Mark on his report?

>> MARK AESCH: A project that we thought would be helpful for the Board to see and we wanted to highlight is part of our TIDE program, which as you

will recall is a \$23 million comprehensive technology program. One of the projects in that is what is known as our Advanced Traveler Information System.

This is taking real-time information off of the GPS system and the new radio system which went live this year at RTS this summer.

Taking that data and putting it at bus stops for our customers. And I'm going to ask Randy Weaver to provide the Board with an update on where this project stands.

>> RANDY WEAVER: Thank you, Mr. Aesch. Good afternoon, Commissioners, Mr. Chairman. I'm really excited today to tell you more about this project.

But before I do that I wanted to give you a quick update on where we are with TIDE as a whole.

So as you see on the screen there were several components that were envisioned as part of TIDE

and the list on the left is what's been completed. And we've made a lot of progress this year. We started early in the year with Trapeze Ops which

is our operations software, and we concluded most recently with our yard management wireless system, which is a fiber optic wireless system in our main campus

to allow our busses to wirelessly download videos, upload schedule information to the bus, and to download vehicle health data off of the

bus for our maintenance system. In 2010 you see the projects that we envision concluding,

which is the bulk of TIDE. And then 2011, fare collection, which I gave you an update on about 12 months ago now.

So the focus of today's conversation is about ATIS, which is really the capstone project of TIDE.

It's the part of TIDE that everything else has to be done first before this can be implemented. And it's also the most outwardly visible to our customers.

So what's ATIS? Boiling it down to its very simplest level it's a suite of technologies that communicate bus status to customers.

Early, late, on time, estimated time of arrival, bus is delayed, that kind of information.

And the vision is for us to connect our customers to the bus directly. For those of you familiar with Facebook it's like when you post an update on your

day or what's going on in your life to Facebook, it gets broadcast to all of your friends. Well it's the same thing with the bus. If the bus is running late it broadcasts that information to

everybody that's subscribed to that bus through text notification or any other means. Emails as well.

So this ties into our market research which indicates that for potential customers - the most important thing to potential customers is knowing where and when the bus is going to arrive.

And the highest rank for our existing customers was on-time performance. So ATIS is the key to all this. It draws all those pieces together.

It lets our current customers know when the bus is going to arrive. It effects their perception of whether or not the bus is on time and it reduces the anxiety that they have waiting for the bus,

which is one of the things that's key to ATIS. So there's five basic components to the project. The first two are related. Those are signs that go out on a street, or in a building.

And there's an example of one right there. The three components on the bottom are the internet, or the social networking piece of the project.

So there's a web piece where customers can go to the website, see where there busses are in real time, configure the system for receiving notifications by e-mail or by text,

and lastly, trip planning, which is the feature that allows them to use Google Maps and plan their public transportation trip, using Google Maps.

That's actually live right now, that piece. So this winter we're - actually this month - We're installing two test ATIS sites.

One is right outside our Main Street campus at Main and Mustard and the other is at RIT's Gleason Circle.

This winter we're also completing all of the hardware installations on the bus. In the spring that will enable us to fire up and install the 17 other wayside signs and

core sign functionalities will be ready to go. So we anticipate by summer all of these functionalities that I'm talking about today will be live.

On the screen you see a picture, a conceptual picture of what the sign will look like that's going up this month right outside our campus.

And here's another one of what RIT's sign is going to look like in its placement. It's on the right hand side.

So all 19 ATIS sites were selected based on where most of our customers get on the bus. So we selected 10 downtown locations,

and then the eight local points of interest noted here. There's a graphic showing where in the county the 19 locations will be for this first phase.

And here's a zoomed in downtown picture. It has all the Main Street locations. So in the ATIS web piece this is where customers will be able to go to RGRT.com

and log in so that they can configure their notifications, they can plan their trips. They can see where busses are in real-time.

The most important piece is configuring notifications, which since on-time performance is such an important thing for our customers, and

to us operationally, we acknowledge the fact that sometimes our busses aren't on time.

And that's an important thing for our customers to know. So that's where the notification comes in. Here's an example of one of those notifications that

would be sent to your cell phone. This gives very simple information about the route, the stop, the time it's supposed to be there and what the status of the bus is.

This is currently live, our Google transit functionality. If you go to maps.google.com and plan your trip there's a public transportation link

you can click on right underneath where you put in the address, and it will plan your trip for you using public transportation for the time of day

that you're interested in. And if you could just go back, it actually lays out all of the routes that you need to take, where you need to transfer

to and how you need to get from one transfer point to another. So this functionality has been deployed through many cities through the states and

outside of the United States. We have to provide our schedule data to Google in a monthly feed, and that's how it ends up here.

So other related operational impacts - We now have a complete integration with this system and our computer aided dispatch system.

We've gone out and geo-coded and updated our internal software with the 4,000 bus stops that are in the community.

We've updated every destination sign variant - and there's over 3,000 of those, and our base maps.

And tying that all together is important because what the customer sees on the destination sign on the bus has to match what the customer sees

on the ATIS sign, has to match what they're seeing on their text message, has to match what they're seeing on the web.

They all have to be tied together and that's all contained in our core scheduling software.

So the benefits here are pretty clear. It will be the first time that we've published real-time bus information directly to customers,

bypassing every other mechanism that customers traditionally use today, like calling customer service or asking our bus drivers

they now will have a direct conduit from the bus to the customer. So the object here is to improve our quality of service.

And we built the system so it can grow. We plan on allowing the system to grow up to as many as 150 of these signs throughout the community,

so the system will support that kind of growth. So with that I'd be glad to take any questions you might have about the system.

>> BARBARA JONES: I'm curious, how are we going to communicate this out to customers and potential customers?

>> RANDY WEAVER: Well we - The plan is, as we did with Google Transit - We didn't really have a hard launch with for Google Transit. A hard launch

is where you go out and actively have a press conference or some other marketing communication.

The plan so far is to do a soft launch of the technology, do some testing with a core set of technology users and then to do a hard launch some time in the summer.

So the hard launch will be a marketing based launch that will be directed by our communications department.

>> BARBARA JONES: What does that mean? How are we going to let people know that this new technology is available?

What does that mean when you say we're going to do a marketing approach? What does that mean, exactly?

>> MARK AESCH: Let me, if I can, add a little bit to this. I expect, Commissioner, what we'll be doing is -

These two sites are test sites, obviously. And the reason we selected RIT is one of the two sites that are going to be tested is because of the

business relationship that we have with RIT. So I believe we're building towards a January news conference with the administration at RIT where

we will be formally announcing the program, announcing that we're testing this technology.

I'm not sure the date that we expect to be live with all 19 sites, probably during the summer of 2010.

And as we're building our financial plan for 2010 one of the campaigns that will be built into the marketing campaign will be paid media, earned media,

on-board bus signs, obviously information on our website and clearly training our customer service representatives so they can explain the technology as well.

So all those components would be in the campaign.

>> BARBARA JONES: Is this going to affect my ability to call in to customer service if I don't have access -- I'm sorry?

>> RANDY WEAVER: We're going to turn off those phones. I'm just kidding.
(Laughter)

>> BARBARA JONES: Be careful when you say that.

>> MARK AESCH: I thought it was funny, Randy.

>> BARBARA JONES: I didn't think it was funny. So let me finish my question. So I don't have access to a computer. I don't have access to an iPhone.

I don't have access to all that great gadgetry. So if I pick up the phone and call customer service am I still going to be able to talk to someone,

or at least get information if I'm at my bus stop and I'm not sure if the bus has left yet or whatnot.

>> RANDY WEAVER: None of that's changing.

>> BARBARA JONES: None of that will change?

>> MARK AESCH: We don't anticipate any changes in our current systems.

>> RANDY WEAVER: No. And that's why we pursued the wayside signs on the street because we recognized that not everybody is going to have internet access while they're waiting

for their bus. So this is why we have this outwardly phasing signs right near our busiest stops.

>> KAREN PRYOR: This is exciting, Randy. I'm just curious, have you been able to measure the extent to which people are using the trip planning on the Google Maps?

>> RANDY WEAVER: We can measure it. We haven't. Mainly because we haven't done a hard launch yet. So we haven't gone out and actively promoted it.

But we do know those statistics.

>> As far as the signs themselves, Rochester has some pretty strong elements. Are these designed for a city that gets over 100 inches of

snow and cold, ice plus all of the other weather and - I'm trying to picture kids seeing if they can jump up and touch the signs.

That sort of thing.

>> RANDY WEAVER: Well as far as the height of the signs - Dawn are they ten feet or nine feet?

>> DAWN: Nine.

>> RANDY WEAVER: They'll be nine feet high. So kids could jump up and touch them. But they're constructed with 16 gauge steel.

They're very heavy signs. In fact, Dawn has been leading the engineering effort with our engineers to put the pole together and all the supports for it.

So we won't really know until we're out there in the field. And so that's why we're pushing so hard for this December pilot install so we can

see how the signs perform through winter conditions. And if need be we can order heaters and other elements for the signs to help

mitigate whatever problems might show up. We don't know what they'll be. The city has raised concerns about whether there will be icicles on the signs and so forth.

So we've done this beta testing on purpose so we can see how the signs will perform.

To your other point, vandalism was a concern that we had. So the sites that we picked we intentionally picked as being busy sites,

but also having not been targets of vandalism for our existing shelters and our existing signs.

So we're hopeful that that won't be a problem.

>> JOHN DOYLE: Other questions for Randy? Tom?

>> THOMAS ARGUST: This Facebook - so I put the number eight bus as my friend, and then it will be there when I need to know where it is?

>> RANDY WEAVER: We actually did test that and it does work. We used Twitter and Facebook. But you're thinking way too far ahead.

What we're really talking about for the social networking piece is allowing the bus to reach out to customers who have Mobil phones without them having to have a Facebook account

or a Twitter account. So it's very short messages that get sent to their cell phones that almost everybody has.

So that was the thinking. We have tested the engineering side of the house. We've tested the ability to do exactly what you're talking about.

And we have a Facebook account. And so we have toyed with the idea of adding that into the mix.

So you could make that bus your friend and the bus will notify you and give you updates.

>> THOMAS ARGUST: The other thing I wanted to ask, are you testing all of this with real people?

People like myself and others that may be challenged when it comes to technology?

For example, I have tried on numerous occasions to get myself onto a bus using the computer system that we presently have.

And there are times that it just doesn't work for me. So I end up calling. I do it that way. But it seems to me that it would be good to bring a

focus group or something, of people together at some point and just let them play with it and see what their experience is.

>> RANDY WEAVER: That's a great idea.

>> MARK AESCH: It is a good idea. One of the initiatives we have this year is a focus group, and so that's certainly something we should have and will now incorporate.

I think that's an excellent suggestion.

>> RANDY WEAVER: One limitation we'll have, though, with the Google Transit trip planning, that's going to be the core trip planning software,

is that we have very little power to change how Google does it. But it's actually a very well received engine.

I don't know if you've ever had a chance to plan a trip not using public transportation, just planning a trip using Google Maps, it's very nice.

>> THOMAS ARGUST: I was taken in the print out here with the place where it says the cost of the bus is \$2 but if you drove the same distance it would be

\$2.75. I don't know how they figure that out.

>> RANDY WEAVER: They take average consumer vehicle mileage estimate with mpg's then they build that into the current gas prices,

and they take the trip length as if you planned the trip using Google Maps to plan the trip, not taking that same route -

because obviously the bus runs a fixed route - and then compares that to how much it would cost to use the public transportation system.

>> THOMAS ARGUST: But that's all Google's system. That's not our putting it in.

>> RANDY WEAVER: Yup. Correct. Well we put in our fares. We tell Google what our fares are.

>> KAREN PRYOR: Projects of this scope usually have a lot of delays and a lot of problems. Have you had any major challenges, or do you anticipate any?

Or has this just been as easy as you've made it seem?

>> RANDY WEAVER: I think we've had delays on the order of months at times. It's not abnormal. Fare collection is a great example of one that we've deferred several times since we've

tried to make the right selection for a partner to go into the project with.

So, yes, this particular project is on time and a lot of it rests on the engineering and the permitting and the effort that's going to be necessary from our procurement team.

Dawn's leading that with Kelly here, to get permits in place and construction done and ready to go by April or May.

So that's really the -- intent. On the technology side we're fairly confident that that's going to come just fine.

This is a system that's provided to other transit agencies that we're purchasing.

>> JOHN DOYLE: Randy, maybe at one point when our schedule allows we could demo the Google program.

>> RANDY WEAVER: Oh definitely.

>> JOHN DOYLE: I actually have tried it. I do have access to gadgetry and know enough to be dangerous, and it worked really well.

I think it might be fun just to demonstrate it here and let everybody see it.

>> RANDY WEAVER: Yeah. And probably in the next three weeks we'll have all the other functionality in place in our test environment.

So we'll be able to do the text notifications and all those other things, we could demonstrate those as well.

>> JOHN DOYLE: Okay, any further questions? That was a great update. Thank you, again.

Big project. A lot going on. Sounds like good progress.

>> MARK AESCH: If I could just add one more comment, Mr. Chairman, if I could, the Board has a chance to hear regularly from Randy who, as you know, is managing this program for us on a daily basis.

And as you can see it's progressing quite nicely. When the Board was presented with the concept of TIDE three years ago there was a lot of discussion and you'll note that in

this fiscal year we actually felt comfortable enough to add more scope to the project, adding some additional projects.

At the point that we are now, while the Board hears from Randy on a regular basis I think it's important to remember that Miguel Velasces

heads up our IT department. And while Randy runs this project on a daily basis, Miguel is intimately involved.

And this really was his vision. And I know it's exciting for him to have this very visible portion of the project about to go live.

So Randy does a great job manages on a daily basis but we are at a point of realizing the vision that Miguel had laid out.

>> JOHN DOYLE: Very good. Thanks again, Randy. Was there more in the CEO report?

>> MARK AESCH: I'm good, Mr. Chairman.

>> JOHN DOYLE: Any final questions on the CEO report, then? I would entertain a motion to receive the report.

>> So moved.

>> So moved.

>> JOHN DOYLE: I'll take that as a motion and a second, thank you. Any discussion? All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Anybody opposed? Thank you. Next on our agenda is a financial report, Bob Frye.

>> BOB FRYE: Good afternoon everyone. It's great to be here today. I'm going to spend a couple minutes talking about our budget status

and projection report through October of '09. That's the seventh month of our fiscal year. Mr. Aesch already provided you with some of the highlights of the report.

I'll go through it in a little bit more detail. Through the end of October we had on a fiscal year-to-date basis we are projecting that we will conclude the fiscal year with net income of \$2.6 million.

That does not take into account news that was learned yesterday afternoon of a \$1.1 million reduction in our state operating assistance that will occur between now and the end of the

fiscal year. So everyone make a mental note that that \$2.6 million has immediately become \$1.5 million and that will be reflected on next month's report.

But this number, the \$2.6 million, it's \$1.9 million better than was projected.

Last month, Mark hit on the key elements of that which are on both sides of the ledger with respect to mortgage tax continuing to perform better than anticipated.

And we're projecting that as a result of the extension of the stimulus through April.

Right now we're projecting \$7 million \$50 thousand dollars for mortgage tax, about a million dollars over original plan.

No major changes in our projections for locally generated revenue. It is up a bit over last month. No changes in subsidies.

But you can see that overall we're looking at revenues in excess of expenditures of - revenues over plan of \$4.4 million.

On the expense side we're projecting \$76.6 million. That's three million dollars under original plan. That's a combination of both personnel and non personnel factors.

But about two thirds of about \$2 million better than planned on the personnel side.

The ledger, as Mr. Aesch noted a little bit earlier, the final settlement of our labor agreement with ATU will result in a favorable adjustment to our books,

due to the reserve that had been established for that settlement. As you recall we were three years into the contract. It's a five year contract,

but essentially three years of the contract have already gone by. So in each of the past two fiscal years and for the current fiscal year we had established reserves for settlement on that.

And the final settlement came in below so we've got a positive adjustment to our reserve of about \$1.4 million.

I think that's the only noteworthy thing that I would say at this time. I'm open to any questions you might have.

>> JOHN DOYLE: Questions for Bob? Okay. Thanks, Bob. I'll entertain a motion to approve the financial report?

>> So moved.

>> Second.

>> JOHN DOYLE: We have a motion and a second. Any discussion? All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Anybody opposed? Thank you.

Next on our agenda, resolutions. We have no presentations on any of the resolutions. We do have a consent calendar resolution. So as always we'll move through those one at a time

without a presentation, but the materials are in your book.

And if there are any questions we could certainly take time out to discuss anything we need to. Otherwise we'll move right through them.

So, starting with resolution RGRTA #90 of 2009 authorizing the CEO to execute an agreement for professional actuarial services.

Could I have a motion?

>> So moved.

>> THOMAS ARGUST: Second.

>> JOHN DOYLE: We have a motion and a second. Any discussion? All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Anybody opposed? Thank you. Next resolution, awarding a contract for recycling and waste management services, RGRTA #89 of 2009.

Can I have a motion?

>> So moved.

>> Second.

>> JOHN DOYLE: Any discussion? All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Anybody opposed? Thank you. Resolution #91 of 2009 authorizing the declaration of a Ford Crown Victoria surplus.

I would entertain a motion.

>> So moved.

>> Second.

>> JOHN DOYLE: Any discussion? All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Anybody opposed? Resolution authorizing the declaration of five busses as surplus, RGRTA #94 of 2009.

I would entertain a motion.

>> I'll move it.

>> Second.

>> JOHN DOYLE: Thank you. Any discussion? All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Anybody opposed? Okay, resolution awarding a contract for creative marketing services, RGRTA #95 of 2009. Is there a motion?

>> BARBARA JONES: So moved.

>> Second.

>> JOHN DOYLE: Thank you. Any discussion?

>> MARK AESCH: Mr. Chairman, if I could just - the vendor that was selected, I've done a very small personal project with them

which I am paying for, but was not involved in the procurement at all.

>> JOHN DOYLE: Okay, thank you for that. Karen?

>> KAREN PRYOR: I'm just wondering if this is a contract that would effect our shrink wrapped busses where the advertising goes over the windows.

>> MARK AESCH: It would not.

>> KAREN PRYOR: It would not. They don't do that?

>> MARK AESCH: No.

>> This is not related to -- communications -- ?

>> MARK AESCH: Completely separate. A completely separate service that they provide.

>> And principles?

>> MARK AESCH: Yes, and principles.

>> BARBARA JONES: One of the services identified was community relations. Could I get an understanding of what community relations means,

and an example of what the service would be?

>> MARK AESCH: I'm going to need some help from either David or Jackie on that.

>> DAVID: Good afternoon. I could probably answer most of your questions, but the question that was just asked I can't answer, so I've asked Jackie -- to join me.

>> JACKIE: As far as media relation services -

>> BARBARA JONES: Yes, yes I'm sorry. It says community relations. I need to understand what community relations means and example as to what that would be.

>> JACKIE: I could give you a past example if that would be helpful. Last year we did a community relations campaign where we partnered with

-- Senior Center and the creative advertising agency provided a lot of the creative artwork and graphics and messaging for that campaign.

Last year it was the one for one campaign so that community services guidance they provide us.

>> >> JOHN DOYLE: Other questions?

>> To what level do we go consent on these?--

>> MARK AESCH: We don't make the decision based on dollar amount. It is a - term tom my legal friends - it is an arbitrary and capricious decision that we make that we believe might

be a level of interest from the Board. So some things that are relatively low dollar amounts we would give a full presentation on

Some things that are relatively high dollar amounts we might not. We try to use our judgment as to what we think the Board might be interested in.

>> Okay.

>> JOHN DOYLE: Other questions?

>> THOMAS ARGUST: I have a few more. In terms of the other - there are five proposals were received - have we used this company before and how is it determined that they would get the contract?

>> DAVID: To answer your first question, yes we've used this firm before. For the last five years we've worked with Front Line Advertising.

We went through an RFP process as we normally do. Advertised in the Rochester Business Journal and the Contract Reporter.

The five proposals that we received, two of them were local, one of them was from New York City, one was from New Haven, Connecticut and the last one was from Depew, New York.

Six members of our staff evaluated all the proposals. They narrowed down the short list to two firms. The two firms that were selected were

both local firms. It was Dixon Schweibel and the incumbent Front Line Advertising. That team used the evaluation criteria that was set forth in

the RFP that included technical approach, the qualities of the staff, the team that was put together.

Clearly it was a very close race but the team scored these proposals using a formula and in the end concluded that in the end the incumbent was the preferred vendor, and was the firm that

scored the highest in that process.

>> THOMAS ARGUST: Would this company be our marketing agency of record? They are it in terms of marketing services?

>> DAVID: I don't know if there's a specific term but yes. The answer to that is yes.

>> THOMAS ARGUST: I just noticed some typos. They're referred to as Front Line "Adverting". I assume it's "Advertising", correct?

>> DAVID: That's correct.

>> THOMAS ARGUST: Thank you, Mr. Chairman.

>> JOHN DOYLE: Okay. Further questions? Alright. Do we have a motion on the floor?

>> BARBARA JONES: Yes, we do.

>> JOHN DOYLE: Okay. Last call for questions, discussion. All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Anybody opposed? Motion carries. Thank you.

Okay, and anything we want to say about the calendar?

>> MARK AESCH: The only thing that I would note, Mr. Chairman is I believe it shows on the calendar scheduled for a January board meeting.

We do not anticipate requiring the Board's attention in January so the next Board meeting would be the regularly scheduled meeting in February.

>> JOHN DOYLE: Which we are working on rescheduling, correct?

--

>> JOHN DOYLE: Oh, that's already been rescheduled. Okay.

>> THOMAS ARGUST: I just want to get a quick update on the renovation on the campus. Where are we with that?

>> MARK AESCH: I could give you a very good update because I was in a meeting this morning on that.

We have submitted all documentation, environmentally, to the FTA. They are in the process of reviewing that. They have to

determine whether the project would be eligible for what they call a categorical exclusion, or would require a full environmental analysis.

We feel comfortable and confident that a categorical exclusion would be appropriate.

One organization has raised some issues with the FTA which they are in the process of gathering some information and responding to that which we don't anticipate being an issue.

We still anticipate having our environmental approval by the end of the year. David Cook and his team are working to submit the formal grant

application into the software which the FTA utilizes. We anticipate that happening by the end of the year. I believe there is a call happening tomorrow with the FTA on that issue.

That will then allow the regional office of the FTA to begin the process within the federal government where the Department of Labor has to review the grant request.

That typically takes 30 to 40 days, which would put our grant in place by the first part of February.

We anticipate coming to the Board in February with a recommendation for a consultant to help us prepare the RFP for the design build company

that we would be working with, so the Board would be awarding that contract in February.

We would then complete that process, probably by June or July. The RFP would go out to the four finalists that we've already selected - "short listed" I should say.

And they will have the opportunity to respond to that design build RFP and we anticipate coming to the Board in the fall of '10 to award a design build contract.

I'm going to look to Mark Balorstein if I just said anything that was wrong.

>> JOHN DOYLE: Okay, well that completes our agenda. I would entertain a motion to adjourn.

>> So moved.

>> JOHN DOYLE: Motion and second. Any discussion? All those in favor please say "aye."

>> Aye.

>> JOHN DOYLE: Any opposed? Thank you very much. Have a great holiday season.