



ATA

**AREA TRANSPORTATION AUTHORITY
OF NORTH CENTRAL PENNSYLVANIA**

Cameron, Clearfield, Elk, Jefferson, McKean, Potter



ATA Facilities & Equipment Committee AGENDA

November 12, 2015

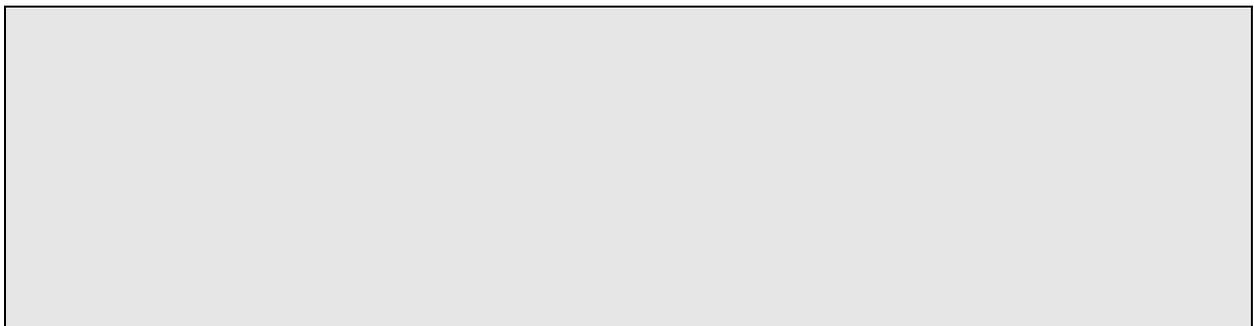
FY 2016 CCA UPDATE

- Projects to add to CCA
- Gillig Rehabilitation Project
- Bus Wash System

PennDOT Conference Call on CCA projects and funding priorities

CCA 2016 Application – Projects and Funding (spreadsheet)

MATP Vehicle Replacement





FACILITIES & EQUIPMENT COMMITTEE MEETING MINUTES

November 12, 2015

A Facilities and Equipment Committee was conducted at 10:46a.m. on November 12, 2015 at the Area Transportation Authority in Johnsonburg, PA.

Attendees at the meeting were:

Harry Whiteman, Chairman, Facilities & Equipment Committee
Ken Wingo, Facilities & Equipment Member
John Todd, Facilities & Equipment Member
Rhett Kennedy, Facilities & Equipment Member
Kristen Vida, Facilities & Equipment Member

Michael E. Imbrogno, ATA Chief Executive Officer
Coletta Corioso, ATA Chief Financial Officer
Dessa Chittester, ATA Chief Operating Officer
Debbie Addeo, ATA Administrative Secretary

Two items are on the agenda for the FAEC committee. The first is an update on the CCA FY 2016 application and a request to replace a MATP vehicle.

CCA FY 2016 Update

Coletta presented two projects to be added to the Consolidated Capital Application for FY 2016. The need for these projects recently came up after the last FAEC meeting.

Gillig Rehabilitation Project:

ATA has discussed the use of the de-icing brine and its effect on the buses. One of the Gilligs recently had a panel that rotted and fell off of the bus. After an initial inspection by our mechanics, ATA asked MTB Transit Solutions to inspect two types of buses and to assess condition and determine what might be necessary to repair these types of vehicles.

Two case studies were performed by MTB. The report was circulated among members of the FAEC. The report shows extensive rust, corrosion, and oxidization of inner structural components in addition to normal signs of wear and tear. Horizontal seat mounting extrusion was observed on the 2005 Gillig bus. The mounting has perforated through sidewall panels with wiring and harnesses

breaking free from structural areas. ATA owns over 30 Gillig buses. The project is proposed is estimated to cost \$4m. Up to nine buses could be rehabbed in the period through the end of the fiscal year. These buses would also undergo an in-frame engine rebuild, normal for their condition in order to get the useful life out of the vehicles.

Bus Wash System

Given the problem with the use of brine, ATA identified a manual bus wash system that would include an undercarriage and overhead cleaning system to be added to the pressure washer. Because the brine mist adheres to the undercarriage a chemical solution is needed to neutralize the effect of the salt. The bus wash system is currently being installed by local PennDOT maintenance operations. Three bus wash systems are being proposed for a cost of about \$150K (\$30K of which was already included).

Coletta indicated that ATA had a conference call with PennDOT in which they asked us to prioritize the extensive capital projects. They also indicated that all PTAF and Act 3 funds would be required to be spent on the projects. The list of the projects and their funding were reviewed with the committee members. The total amount of projects for FY 2016 is \$3,050,900. The cash for vehicle replacement project would not be required until Fy 2017 as the Gillig buses are in a 18 month build cycle.

A local match resolution requiring \$4,916 to match 1514 bond needed for the vehicle replacement project is necessary.

Coletta also reviewed other CCA projects which were submitted for consideration but which a decision has not been made. These include a fare collection system; preliminary engineering for a Coudersport facility, and the Sprinter rehabilitation project.

Finally, a replacement for a body-on-chassis MATP vehicle was requested. The 2009 bus has nearly 300K miles and is in very poor condition. Due to the age and condition, a replacement is requested. The cost of the bus is recovered through charges to the MATP program for its use.

Ken Wingo made a motion as a committee to recommend that the Board approve the briefing and projects as presented for FY 2016 update and MATP replacement as presented. Rhett Kennedy seconded the motion with all members in favor.

With no further business Ken Wingo made a motion to adjourn the meeting, Kristen Vida seconded the motion, with all members in favor.

The meeting adjourned at 11:42 a.m.