



**AREA TRANSPORTATION AUTHORITY
OF NORTH CENTRAL PENNSYLVANIA**

Cameron, Clearfield, Elk, Jefferson, McKean, Potter, Clarion

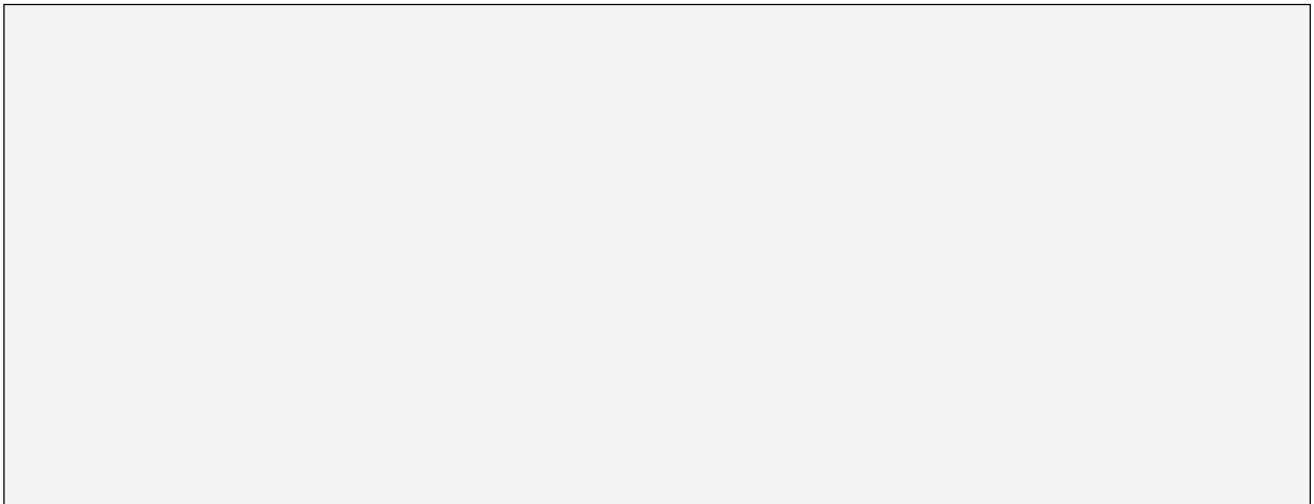
ATA Facilities and Equipment Committee

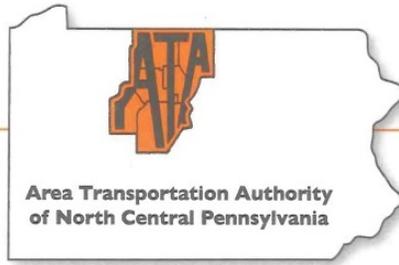
AGENDA

April 8, 2015

12:30 pm – 2:00 pm

1. Status of FY 2014-2015 Application
2. FY 2015-2016 Capital Application
3. Projects Not Funded under the 2014-2015
4. Additional Projects
5. Items from the Floor





FACILITIES & EQUIPMENT COMMITTEE MEETING MINUTES

April 8, 2015

A Facilities and Equipment Committee Meeting was conducted at 12:33 p.m. on April 8, 2015 at the Area Transportation Authority in Johnsonburg, PA.

Attendees at the meeting were:

Harry Whiteman, Chairman, Facilities & Equipment Committee
Ken Wingo, Facilities & Equipment Committee Member
John Todd, Facilities & Equipment Committee Member
Rhett Kennedy, Facilities & Equipment Committee Member
Anthony Viglione, Board 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

Status of FY 2015 Application

Coletta stated that PennDOT separates two sources of funding for grant applications: capital and operating. Capital expenses include those goods that cost \$5000 or more. Expenses for goods less than \$5000 would be included in the Authority's operating grant application. At one time, ATA received dedicated funds to finance capital projects (such as Act 26/PTAF and Act 3 BSG & ASG funds). Since the passage of Act 44, ATA receives no dedicated sources of capital funds from the Commonwealth. All capital funds for rural operating systems like ATA are directed by PennDOT. Coletta indicated that there is a small amount of Act 26 and Act 3 funds that have not been spent and we would be expected to apply these funds to any capital requests that we submit. These funds once exhausted will not be replenished.

Michael, Coletta and Dessa met with PennDOT to present a 5 year plan. An extensive discussion was held on the Authority's capital needs for facilities, fleet, and ITS projects in excess of \$50M.

In reviewing the FY 2015 capital application, Coletta indicated PennDOT has provided a verbal notice of pending award of three projects of the \$10M requested. These include:

New Flyer Rehab	\$75,000
Nine BOC Replacements	\$1,133,000
Garage Equipment	\$16,000
Total	\$1,224,000

The 2015 projects that were not approved and being requested in the 2016 application are:

Paratransit Vehicle Rehab	\$150,000
DuBois Joint Facility	\$4,800,000
Coudersport Terminal	\$50,000
Facilities Improvements	\$1,519,100
ITS Technology	\$2,330,000
Johnsonburg Service Vehicle	\$71,000
Total	\$8,920,100

Additional projects to be added to the list include:

Punxsutawney Parking Lot (acquisition, demolition & construction)	\$300,000
2005 Gillig-In-Line Engine Repair	\$80,000
Coudersport Terminal (partial budget)	\$625,000
Total	\$1,005,000
Total FY 2016 application	\$9,925,000

Coletta stated that there is very limited parking at the Punxsutawney Transit Center. We have been made aware that the property next to the Transit Center is available for purchase and would be ideal for adding a parking lot for use by second floor tenants. Lack of parking is one of the reasons the second floor has been difficult to rent.

Coletta indicated that while PennDOT recently approved the rehab of the 2000 New Flyer buses, their current condition is very poor and the maintenance department has recommended that they be replaced. A cost-benefit analysis shows that it is more cost effective to replace the vehicles than to rehab their current condition. The rehab would require the vehicles be retained for

another four years. Gillig buses are available to us under a piggyback contract with Red Rose Transit. Coletta requested that we retract the New Flyer rehab project for a vehicle replacement project in the FY 2016 application.

Coletta also indicated that we will be required to use the existing PA DGS contract for the purchase of BOCs. There are problems associated with the change order threshold of \$10,000 as we cannot obtain the vehicle we need given the change order limitation. We will work with PennDOT to see what can be done to help address this issue.

Ken Wingo stated that Gabe Uljon and Jerry Bankovich would like get together with him to take a look at some properties in the Coudersport area.

Ken made the motion to approve the presentation as presented with the stipulation that we put a proposal in for new purchase to replace the New Flyer rehab portion. Rhett Kennedy seconded the motion with all Board members in favor.

With no further business, the meeting was adjourned at 1:38 p.m.