



FACILITIES & EQUIPMENT COMMITTEE MEETING MINUTES August 3, 2016

A Facilities and Equipment Committee Meeting was conducted at 10:30 a.m. on August 3, 2016 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
Richard Castonguay, Facilities & Equipment Committee Member
Anthony Viglione, Chairman - ATA Board of Directors

Michael E. Imbrogno, ATA Chief Executive Officer
Coletta Corioso, ATA Chief Financial Officer
Dessa Chittester, ATA Chief Operating Officer
Gabe Uljon, ATA Director of Facilities
Debbie Addeo, ATA Administrative Secretary

John Todd and Rhett Kennedy were not present at the meeting. Notification of their absence was given prior to the meeting.

ATA Facilities & Equipment Chairman, Harry Whiteman called the meeting to order. Michael Imbrogno, Coletta Corioso, and Dessa Chittester then reviewed items on the agenda to the Committee.

1. DCED Multimodal Transportation Fund Application-Bradford

ATA had the opportunity to file for two grants for a multimodal transportation center to be located in Bradford. The first was the TIGER grant application, and the second was a DCED application. Michael saw the announcement on FTA's website that ATA was not selected to receive funds from TIGER for FY 16.

The second grant was submitted to Pennsylvania Department of Community & Economic Development (DCED) for the multi-modal transit center in the City of Bradford, Pa, and ATA is awaiting a response. ATA has to come up with 30% local match to be able to fund this project.

The required resolution was presented for recommendation of adoption by the full Board. This resolution resolves that the Area Transportation Authority of North Central Pennsylvania, requests a Multimodal Transportation Fund grant of \$10,605,000 from the Commonwealth Financing Authority to be used for a multi-modal transit center in Bradford, and designates Michael and or Coletta to execute all documents and agreements between ATA and the Commonwealth Financing Authority to facilitate and assist in obtaining the requested grant.

Kenneth Wingo motioned to move ahead as presented, and Dick Castonguay seconded the motion.

2. US 219 Bridge Project Impact on Johnsonburg Headquarters

Michael reported that the Powers Run Bridge located on the north side of our entrance is going to be replaced in 2017, and ATA was informed that the Commonwealth is acquiring a portion of our land (.024 acres).

In the process Gabe has made some insights into where the new location is and how traffic is to be handled, as well as, how our driveway approach is to be designed.

Michael stated that he will be signing the legal documents, (reviewed by Tom Wagner) and ATA will be selling the property to the Commonwealth of Pennsylvania in the amount of \$500.00.

Kenneth Wingo motioned to approve the acquisition process and the loan process for the bridge on Rt. 219, and Dick Castonguay seconded the motion.

3. Meeting with PennDOT

Coletta stated that ATA staff met with PennDOT recently to go over some issues regarding our capital application, technology project and the Dubois project.

a. CCA (Consolidated Capital Application)

Coletta reported that PennDOT said their priority for the funding of capital projects was focused on projects that maintain a state of good repair (SGR) of existing assets. With that, Coletta asked PennDOT which of the \$11 million dollar request in the CCA would be funded.

Given the many SGR projects that there are throughout the state, PennDOT would likely not entertain any expansion projects. Of the \$11M CCA request, \$414,000 the following SGR projects were identified as likely to be funded.

Facility Improvements in Johnsonburg and Bradford (\$350,000)
SEFAC lift replacement, \$64,000.00

The other projects of the CCA application were discussed. Three of these had potential funding through the following:

1. Dubois Facility Renovation

PennDOT indicated that this project probably would not be built for a few years (2019). They also indicated that they had requested \$3 million in 5311 funds that is in danger of lapsing.

2. Gillig Structural Mid-Life Repairs

PennDOT requested that the amount (\$150K) be added to the existing FY 2016 grant rather than be funded as a new project.

3. Sprinter Repair and Replacement Projects

There was extensive discussion about the life and condition of the vehicles and Buy America issues. PennDOT asked that we review the projects and asked that we get back to them on how we wanted to proceed with their 5311 application. (See further discussion below)

4. Preliminary Engineering for the Coudersport Terminal

PennDOT indicated that they could address this need through their Consulting contracts. Kenneth Wingo suggested that a meeting be set up with the Potter County Commissioners to discuss the possible sites.

b. Technology

Michael reported that we need the money to replace the shared ride and fixed route software technology at ATA, as well as, hardware utilized to support the technology.

ATA included a line item in the TIP to address Intelligent Transportation Systems Technologies which it removed from the TIP. We were told that PennDOT removed the technology projects from the TIP because the state was going to procure statewide fixed route software, and they purchased Ecolane software from Finland to be utilized in support of the shared ride program. Coletta reported that there were other sub-projects of the technology such as fare collection, cameras for buses, and radio replacements included in the overall line-item.

ATA was also informed we could not go out for bid for a fixed route system because the state is going to buy one and it will be deployed throughout the state. Michael stated that PennDOT is going to release an RFP to buy a fixed route software solution which may take some time. In the meantime, ATA's software and hardware are deteriorating rapidly given their age of approximately 12 years, which is very old in the technology world.

Dessa reported that we have the support of the Deputy Secretary at PennDOT. ATA asked that three things be included in the Ecolane software: to stick with our zone based fare structure; to have a link to google transit, and our hardware needs. ATA has asked that PennDOT and Ecolane work out the financials before we start putting more resources towards this project. The last time Ecolane visited ATA we saw a significant development towards ATA needs.

c. Dubois Project Update/CNG

The downtown location for a passenger terminal is no longer available. Michael reported that several years ago Jerry Bankovich came up with a two building solution regarding the DuBois project. The plan did not include CNG fueling due to site limitations. Jerry was charged with determining how much additional property would be needed (*copy of the site plan is attached*).

Subsequent to the PennDOT meeting, it was determined a little over ½ acre would be needed to put a CNG station on site and allow for better circulation around the building. This would eliminate the encroachment upon setbacks and easements in the township's right of way for their road. Investigation is being made for future purchase of a small parcel of land from the Schwann Corp. to allow for building a CNG facility to the rear of the present property.

4. Sprinter Replacements/Buy America

Dessa said that we have thirty-one (31) 2008/2009 vehicles that need to be replaced. When ATA purchased these vehicles we obtained a non-availability waiver from FTA because there was nothing made in the United States that met the specifications needed. We were informed by PennDOT that we cannot buy this type of vehicle because it doesn't meet Buy America.

Dessa stated that she received information from a good source that a Sprinter plant located in North Carolina will be opening in early 2017. If this vehicle comes off the line in the US, and it has the right percentage of components that are made in the US this vehicle will meet Buy America.

Dessa also reported that she has identified a Dodge Pro Master van with a lowered floor style that appears to meet the Buy America requirements.

Dessa explained that we are under a time line with PennDOT because within the next two weeks they are going to put in their 5311 application to the Federal Transit

Administration (FTA), and if ATA does not have a project request on the application we will have to wait until next year to see if the funding is available.

Dessa explained that out of the 31 vehicles, ATA needs to determine how many Sprinters can be replaced with a different type of vehicle as a stop-gap measure while waiting for the other vehicles to be made in the US. Dessa reported we have looked at other vehicle types on the state contract such as a Starcraft BOC, a narrow body BOC, and a Ford Transit, but feels these vehicles are not a good replacement for the Sprinters.

Dessa said ATA is trying to do their best to find a solution PennDOT will approve so that we can obtain funding and move forward with the procurement. She will be having a conversation with PennDOT today.

5. Gillig Rehabilitation Project

Coletta reported earlier that ATA had rejected all of the RFP proposals for the Gillig repair project due to confusions over Buy America. Since then Coletta acquired information that because this is a repair project, final assembly is not required.

Since issuing the notice that it had rejected proposals, Butler Transit pulled out of the RFP and Kristen Vida, on behalf of DuFAST, asked if they could be a part of the procurement with two of their Gilligs. The RFP is being rewritten and expects it to be released within the month.

Dick Castonguay indicated that there is a foreign trade zone in the area run by North Central and we may want to explore that opportunity.

Ken Wingo made a motion to recommend approval and forward this to the Regular Board meeting on August 17th, and Dick Castonguay seconded the motion.

6. CNG Update

There are issues with the way that the CNG project is moving forward which include the lack of a third party agreement and potential liabilities transferred to the transit authorities. As a result of these, PPTA has hired the SAFTI attorney to represent interests of the public transit authorities as a whole.

We learned at the meeting in Harrisburg that placing CNG stations in DuBois, Johnsonburg and Bradford are an option and not mandatory as had been believed.

7. St. Marys Parking Garage

Michael and Gabe reported that the St. Marys City Manager gave ATA permission to enclose five of the ten parking spaces allocated to us in the lease agreement with the city. The only difference to the way in which we have been operating is that these five are now at a specific location in the garage.

Permission was granted by a letter to Mike Imbrogno on February 19th and construction plans by KTH were approved by the City Manager by e-mail on May 12, 2016. Work was completed in June, 2016.

When the wording changed to the lease agreement, it was presented to city council, and it was suggested that ATA should pay for the spaces enclosed and the city manager was instructed to discuss this with ATA. This discussion made headlines in the St. Marys Daily Press.

Since most of the present council and the new manager are probably not aware of the facts used as a basis for the original lease agreement negotiations, it was decided that Michael present these facts to the manager, and in a workshop with the council if necessary, to affect the wording change to the lease agreement with no additional cost to ATA.

It was agreed by the committee members that a meeting should be set up with the City of Saint Marys regarding this matter.

The meeting was adjourned at 12:53 p.m.