

**Florida Transit Maintenance Consortium Meeting**  
**April 28, 2009**  
**PSTA**  
**10:00 AM**

**Summary**

**CALL TO ORDER** The regular quarterly meeting of the Florida Transit Maintenance Consortium (FTMC) was called to order on Tuesday, April 28, 2009, at CUTR. The presiding officer was Joe Cheney.

**Guests:** Rich Bannon, Lynx  
Brenda Mowen, HART  
Steve Reich, CUTR  
Sisinnio Concas, CUTR

**PRESENT:**

Jon Kavaliunas, PalmTran	Jeff Easterling, PSTA
Paul Starling, RTS	Terry Charles, PSTA
Ron Kennedy, MCAT	Joe Cheney, Lynx
Larry Ralston, LeeTran	William Attias, MDT
Rita Wages, LAMTD	Jazz Singh
Mike Fulbright LAMTD	Paul Goyette, LeeTran
Ed Bart, CUTR	Vicki Zambito, CUTR
Bob Westbrook, FDOT (via phone)	

1. Welcome and Introductions – Joe Cheney
2. Approval of minute/Jan 2009:  
Paul Starling moved to approve, second by Jon Kavaliunas, passed unanimously.
3. Alt Fuel Costing Module Presentation:  
Steve Reich and Sisinnio Concas from CUTR provided handouts and disks to those interested in working with the BuFFeT, Bus Fuels Fleet Evaluation Tool. The product is in draft form at this time.
4. Technical Training Program Update:  
Some of the things happening are the Alt Fuels project with Steve Reich, and some time standards. As a result of the multitude of projects going on in within the program it was decided that new name was in order. The program will not be referred to as the Transit Maintenance Analysis and Resource Center (TMAARC). The web site is TMAARC.org.

The next phase for time standards is air conditioning. Phase four should be underway shortly.

Ed Bart provided handouts for the different levels of Post Secondary Adult Vocation (PSAV) training. As of March 2009 the Department of Education has approved the curriculum. The requirement was that it be broken down into three programs, transit technician I, II, III. Each consists of five modules, total of 15. The idea behind this is that the program will be administered with Hillsborough Community College (HCC), Tampa. When a technician gets through the modules they will be awarded the PSAV certificate from the State. Once they receive the PSAV, they can apply to HCC for a two year AAS degree and HCC will waive 33 credit hours based on the certificate. The remaining 27 hours will be applied to the two year degree "Associate in Applied Science, Industrial Management Transit Technician" leading to the FTMC certificate.

The next step is to meet with HCC and finalize the program. They will need an explanation of how the hands on portion will be accomplished. The group was asked to think about it and get back to Ed with recommendations.

The response to HCC will be that the responsibility for doing the hand-on will rest with the participant's agency. The final standard will still be up for discussion. It's possible that the pre-test will still be given as usual and the post test will be given after the 120 is complete not after the 40 class room hours.

#### 5. Pooled Procurement Peer Group:

Rich Bannon spoke about starting a pooled procurement process. The FPTA is trying to get a Pooled Procurement Peer Group. Some of the issues are FTA compliance, the procurement review group is not an auditor, they are here to assist. It's important to know what the FTA requires.

The purpose of the Peer Group is to cross share information and to how to take the bus procurement one step further. The last ten years the majority of the agencies have purchased Gillig. Everyone goes out and buys their own bus parts. There are ways of finding out who actually made that "part" for Gillig. Maybe down the road get some other agencies on board, large, medium, and small, and proactively start going out for bid. Maybe one bid for just fuel filters, oil, air filters, working from everyone's inventory from across the state. Rates should be good based on buying power. There needs to be some kind of guarantee or you will lose your pricing power. We have always bought close to the maximum number of vehicles or reassigned out what we didn't.

Ed Bart – There's no doubt that it works. Looking at DOT's Vehicle Procurement Program, they are selling a couple of hundred of the small buses. It's saving months of time by not going having to go through the bid process and you are getting the lowest possible price. The HART pooled procurement contract was a good concept. The problem was that it had everything on it and people didn't know how to buy off it and they were reluctant to sell at that price. You have to have the guarantee that whoever signs onto it has to buy from this vendor, making that process smooth. This contract needs to be broken down instead of a whole bus. It has to be put together by the experts. When getting inspected by outside agencies, they want to know: where is an assignability

clause, was it competitively bid, where is the documentation and the bid tabulation; documentation is needed for purchasing departments.

Brenda talked about the savings one could realize when shopping competitively. Breaking down the item to specifications and finding out just who makes the product, instead of buying from a seller of the product.

6. Elect New Chair:

Motion made to nominate Paul Starling by Joe Cheney

Second by Bill Attias

No additional nominations

Unanimous vote

7. Equipment Inventory:

Vicki Zambito asked that those who have not responded to the request for bus inventory for 2009, please do so ASAP. It's critical to have the information available for emergency management purposes, address training needs, and provides support with vendors for free training.

8. Old Business/New Business

Bill Attias – At one time we had vendors speaking at the meetings. Bill suggested Ray Ibberson of EMP. Ed will talk with Bob Westbrook about speakers.

The FPTA Mid Year Workshop is May 19-20. Two people are scheduled to do presentations on 2010 emissions, each from a different point of view.

9. Next meeting:

August 2009