

**The Florida Transit Maintenance Consortium
Regular Quarterly Meeting
February 13, 2007**

CALL TO ORDER The regular quarterly meeting of the Florida Transit Maintenance Consortium (FTMC) was called to order at 9:00 A.M., Tuesday, February 13, 2007, in the Board Room at CUTR. The presiding officer was Hank Cusack. A quorum was present, including the following:

PRESENT:

Liz Stutts, FDOT
Bobby Westbrook, FDOT
Joe Cheney, Lynx
Elvis Dovalles, Lynx
Brian S Ruppert, Lynx
Larry Ralston, LeeTran
Jeff Easterling, PSTA
Ron Albright, PSTA
Paul Starling, RTS
Robert Andis, HART
Hank Cusack, CUTR
Ed Bart, CUTR
Vicki Zambito, CUTR

GUESTS:

Frank Masyada, Thermal Technologies System
Rich Bannon, HART
Nanette McLain, HART

Welcome & Introductions

The meeting was called to order by Hank Cusack.

Program Personnel Changes – Bob Westbrook

Florida Department of Transportation has two contracted projects, the Florida Maintenance Training Program, and the Florida Vehicle Procurement Program. CUTR was utilizing one person to manage both projects for the past several years. This became a little overwhelming when both programs began to grow. The FVPP has grown to the point that over 300 paratransit and other vehicles are being ordered per year, and requires constant monitoring. Ed Bart is back at CUTR and will be managing the FMTP program. The FMTP will be Ed's primary responsibility, he has great ideas about the program and I believe he will take the program in the direction that we want to go. Hank Cusack has done an outstanding job trying to manage the two programs, and he will continue to offer insight in the FMTP. Hank will continue with the FVPP, and also he has committed to stay actively involved with the FMTP.

Hank: Thank you to everyone for your support with the FMTP over the past few years. There are some new things coming up that will require all of our attention, and I'm looking forward to working with you and getting involved as much as I

can. With that said, I will turn the meeting over to Ed Bart to lead the remainder of the meeting.

Ed: Thank you to Bob & Lisa for the opportunity to be back at CUTR. I enjoy the FMTP and look forward to working with everyone. Thanks to Hank for his hard work in balancing both programs.

Frank Masyada – Thermal Technologies Systems.

Presentation on Brake Components.

The company established in mid 1990's, in 1997 we started developing a process called Chromocycling; this process is done on golf clubs, and brake shoes. For years we have processed 40 thousand brakes. The brakes are currently being used in Pinellas County. They are being tested in Orange County, Miami-Dade, Fort Wayne IN, & South Carolina. The process unifies the molecular structure; it removes high frequency vibrations; on average makes a brake shoe, drum, pad or rotor last three to five times longer. Increase in the tensile strength, the yield strength is about 10%. You will notice even heat distribution in the brake rotor. On average an independent lab results indicate that the temperature is about 35 degrees cooler. All efforts are geared to municipalities, not the average citizen. The company will come to your facility and treat two or three vehicles for you to try for about a year free of charge. Turn around time is about four days.

Ron Albright: The process is being tested by PSTA. A vehicle was treated on 9/4/06 and it hasn't had a brake problem.

Bob: Has it exceeded your normal life?

Ron: PSTA tested lawn mower brakes; usually lasted one week, now they are lasting three weeks. It didn't have any nicks, but was dull.

Miami-Dade has eight buses that have been treated.

Picked up DOT brakes from Keith Grant.

Anyone with cutting tools with a metal part that is exposed to high frequency vibration, is welcome to give us a call. We'll pick it up and treat it.

Process can be applied to existing parts, as long as the parts are well kept and used properly. Locks on doors can be processed.

There is tremendous cost saving with this process:

- 48 hour turnaround time, \$60 per drum; \$30 per Rotor
- PSTA reports saving .03 cents a mile.

- Bob Hemlick, PSTA has done a report on the cost savings. Independent testing is also being done by a company in Detroit.

Anyone interested in visiting the office, give us a days notice and we will show you our facility and machinery.

(See attached brochure contained in Proceedings book)

Roadeo Status - Ed

Pre roadeo training is set for 3/12-14

Most judges are in place for maintenance and training.

There will be some needs for operator judges; we encourage maximum participation. Right now we have ten teams.

A maintenance manager will be at each obstacle to help resolve problems.

200 rooms were booked and they are sold out for the hotel.

Two Modules will be shipped 2/25 to JTA

JTA had a very successful local roadeo

IO testing (not scored) and the Ops pre-trip will be tested on Friday.

Pre-Roadeo Training – Vicki Zambito

Tomorrow (2/14) is cut off for registration for pre roadeo training.

Reimbursement of travel is from Sunday - Wednesday; location is Crown Plaza.

Time Standards – Bob Westbrook

Bob spoke with Lisa and Ed regarding the Time Standards project. The three areas on Times Standards Engine, Preventive Maintenance, Brakes; our intention was to create some type of standards that could be used by the maintenance manager to determine training needs at the local level and the need for additional funds for equipment or facilities.

The Time Standards will be put on hold; we are not going to proceed any further until this committee determines the direction that we are going. If it is something that is not going to be utilized, there is no use in continuing.

CUTR has produced a document that will be available. Possibilities for utilization are limitless.

Ed: Can be used in a variety of ways, it is a nice tool to be able to track a technician's progress and see where additional training is needed. It may be useful as part of the Apprenticeship program as it progresses.

Apprenticeship Program – Ed Bart & Bob Westbrook

The FPTA finance committee has approved \$50 thousand dollars to start the Apprenticeship Program. There are a variety of ideas that were submitted by your input, but the current model will follow an idea from Amber Reep and other local program.

I will send out information about the direction and alternative to our thoughts for your input prior to the next meeting.

The program now will allow funding for 20 technicians to come into the program and add-ons for current employees who may want to get into the program. Currently most properties in Florida are short technicians; the key now is to get guys into the industry. Usually we have home grown our own technicians, but what is unique about this program is it has a college element; a classroom element; and a hands-on element or practical element, based on an Associates of Arts & Science degree in Industrial Management Technology. The current FMTP will provide the hands-on technical skills, and the tech portion will come from a community college that would concentrate on basic management, mathematics, psychology, marketing and other courses. In 3-5 years you will have technicians technically qualified, and have 33 credit hours of school for a total of 60 credit hours to be qualified to get an AAS degree.

The FTMC should be the ones to guide this program and move it forward. There is a lot of work to do and it will take this consortium to come to the table with ideas, and be willing to discuss the alternatives and make this program work.

Q: Is this going to be a work and school type of program?

A: Yes, similar to what is already being done.

Liz: Joe, Rick, Some of you had already started to put something like this together, we are hoping to leverage what you are already do and use the resources of the finance committee with some type of scholarship to help build on it.

Bob: We as an industry are far behind other industries. Automotive, trucking and marine, have done it the same way we doing it; but the transit industry is going to have to make some huge changes. The Apprenticeship program is just the start. We will continue to make some other changes because a mechanic in the transit industry is just not that attractive anymore. The FPTA made all this possible by providing the funds. The DOT cannot provide those scholarships.

Old Business/New Business

Rich Bannon/Nanette McLain spoke about getting other agencies involve in the bus bid and parts program. The idea is for a consortium parts contract that would allow all agencies to procure parts at a negotiated price. Bannon is to send out what he (HART) has to the other member agencies for their input (add-ins). Once received and reviewed by Bannon, a RFP will be issued for the parts.

Bannon will keep the consortium up-to-date on the RFP process.

Adjournment

11:30 am

Recording Secretary

Program Manager