

Motions from June 9th meeting. Sent via email on June 11th, 2009 from Theresa to: Bev Raymond, Shelly Winters with a cc to: Dave Senecal; Jack Rose; Mike Lancor; Peter Higbee; Larry Kelly

In order to help Bev and Shelly meet the July 1st deadline, I am forwarding, in writing, the minutes of the discussion regarding bus specifications and motions that were passed at yesterday's meeting.

NH DOT: New Buses: Shelly Winters from NH Bureau of Rail and Transit described the process for ordering new buses. She informed that CTAC needs to communicate preference on several specifications to Bev Raymond before the buses can be ordered. She asked that it be done ASAP because she needs to forward the specifications to the state's Purchasing and Projects Department by July 1st. If the July 1st date is met, the estimated arrival date is mid April of 2010. The Council decided it was best to inform Bev Raymond immediately so that the process could move forward.

- **Engine:** Shelly Winters reported that diesel is harder to find because most transit agencies are using gas for 8 and 16 passenger buses, including New Hampshire transit agencies. She informed that if diesel could be obtained, it may take up to six months longer for delivery. Brenda Gagne, Operations Manager of North Country Transit, advised that an additional advantage is that, unlike diesel engines, gas engines do not need to be plugged in when stored overnight. A lengthy discussion about the environmental advantages and useful life of diesel engines verses the convenience, affordability, and availability of gas engines took place. Theresa Kennett asked the Council to consider the recommendation of NHDOT and NCT because they have the collective expertise to determine what will serve Carroll County best. In addition, NHDOT will hold title to the buses and NCT will be managing day-to-day operations.
 - **Motion made by Jac Cuddy, seconded by Jack Rose: To inform NH Bureau of Rail and Transit and North Country Transit that CTAC's preference is to go with gas engines. The motion passed.**
- **Fit-Up:** Shelly Winters informed that a bus running along a public route is required, by law, to be equipped with a fixed-route fit-up package, which consists of destination signage and a pull cord for stops. She asked CTAC to consider installing the fixed route fit-up on two of the four para-transit vehicles (8 passenger buses) in addition to the four 16 passenger busses. Doing so will increase the cost of the vehicles, but ensure that the public routes will always be covered. Bev Raymond and Brenda Gagne advised it would be very prudent to do so as it is not uncommon to have two vehicles out of commission at any given time. The Council agreed by consensus.
- **Color:** Shelly Winters informed that, unless otherwise specified, the buses will be white. Bev Raymond and Brenda Gagne recommended that the buses be painted blue to match the North Country Transit buses. In that way, buses can be loaned from one program to another if necessary.
 - **Motion made by Jack Rose, seconded by John Hogan: To inform NH Bureau of Rail and Transit and North Country Transit that CTAC's preference is to have the buses painted blue, as long as it is affordable to do so. The motion passed.**
- **Automated Fare-boxes:** Shelly will include automated fare-boxes in the specifications.