

Minutes

RTA Organizational, Services and Performance Monitoring Committee Meeting

9:02 a.m., January 7, 2025

Committee Members: Biasiotta (Chair), Welch (Vice Chair), Pacetti, Sleasman

Not present: McPherson

Staff/Other: Allen, Becker, Biggar, Birdson Terry, Burney, Caver, Dangelo, Davidson, Dimmick, Fesler, Fields, Fleig, Freilich, Garofoli, Hudson, Jones, Jupina, Kerg, Kirkland, Korman, Laule, Lawson, Manning, Martin, Metcalf, Miller, Mothes, Piggery, Reynolds, Rusnov, Schipper, Sutula, Tarka, Togher, Walker Minor, Woodford, Young

Public: Fowler, Gibbons, Samuels

The meeting was called to order at 9:02 a.m. Four (4) committee members were present.

Non-Competitive Procurement – CNG for Triskett Bus Garage

Tom Allen, Energy Manager and Shawn Becker, Program Contract Manager, gave the presentation.

Project Overview

RTA does not procure CNG. RTA manufactures it. Because of that, the overall cost is derived from three components.

- Understanding CNG: Cost Components (2023)
 - Natural Gas: \$471,900
 - Electricity: \$113,100
 - Operation & Maintenance Program: \$218,500
 - Total CNG Cost: \$803,500
- Cost per Diesel Gallon Equivalent (DGE)
 - \$1.19 before Tax Credit
 - \$0.60 after Tax Credit

Compared to 2023 diesel fuel cost, the average price per gallon was \$2.92. With fuel hedging, the net cost was \$1.97. CNG is still cost effective compared to diesel.

Scope of Services:

- 24/7 Monitoring & Support
- Maintenance Management System w/ Remote Monitoring
- Scheduled Maintenance & Emergency Repairs
(Costs are all inclusive of qualified labor, parts, and consumables)

Current Triskett Fleet – Total Size: 136 coaches

- 63 40 ft CNG coaches
- 29 40 ft Diesel coaches
- 23 60 ft Diesel coaches
- 9 MCIs (Diesel)
- 12 Trolleys (Diesel)

The fleet is transitioning from Diesel to CNG. Based on the recent Bus Improvement Plan, by the end of 2026, the 23, 60 ft diesel coaches will be phased out. By the end of 2028, the 29, 40 ft diesel coaches will be phased out. At that point only the MCIs and Trolleys will use diesel fuel.

It is critical that the CNG fueling station is maintained, uninterrupted, and available 24/7. Disruption of CNG fueling would result in a catastrophic impact on service.

- Projected Costs Based on:
 - Anticipated miles for CNG coaches
 - Estimated miles per MCF of CNG coaches
 - Calculated Diesel Gallon Equivalent (DGE)
 - Estimated per DGE Contract Rate
- Monthly Costs = Rate x DGE Volume

Procurement Overview

This is a non-competitive purchase with Trillium Transportation Fuels, LLC dba Trillium CNG. Per R.C. 306.43 H. Trillium is the original installer and Operations and Maintenance (O&M) provider for Triskett’s CNG facility. They also have a Programmable Logic Control (PLC) which is proprietary to Trillium. Procurement requested a proposal December 18, 2024. A proposal was received on December 30, 2024. A 0% DBE goal was assigned to this project. The proposal was reviewed by representatives from Accounting, Operations and Procurement.

Trillium is a leader in CNG station construction and fuel distribution in North America. They have extensive work with public transit agencies. They operate & maintain over 200+ CNG fueling stations in 25+ states. Trillium invests over \$40,000 in training for each mechanic. They have extensive and experienced O&M team across more than 80% of US, providing a turnkey O&M program customized to GCRTA’s needs with 24/7 availability. There have been no preventable service interruptions to date.

Trillium has experience with GCRTA, Akron Metro, Massachusetts Bay Transportation Authority, Miami-Dade Transit, New York City Transit, PACE, and Los Angeles Department of Transportation, among others.

Historical Pricing (Dollars per DGE)

Gallons per Month (DGE)	Original Contract			Proposed Contract		
	Year 1: Inception to 1/31/23	*Year 2: 2/1/23 to 1/31/24	*Year 3: 2/1/24 to 1/31/25	**Year 1: 2/1/25 to 1/31/26	**Year 2: 2/1/26 to 1/31/27	**Year 3: 2/1/27 to 1/31/28
Up to 70,000	\$ 0.28400	\$ 0.32484	\$ 0.33509	<i>**Proposed rates to match current contracted rates with an annual CPI adjustment.</i>		
70,001 to 95,000	\$ 0.22800	\$ 0.26079	\$ 0.26901			
95,001 to 120,000	\$ 0.19500	\$ 0.22304	\$ 0.23008			
120,001 and above	\$ 0.19000	\$ 0.21733	\$ 0.22418			

**Rates include a CPI adjustment from February 2021*

Recommendation

Staff requests that the Organizational, Services & Performance Monitoring Committee recommend an award to Trillium Transportation Fuels, LLC dba Trillium CNG to provide Triskett CNG operations and maintenance services in an amount not to exceed \$1,080,000.00 for the three-year term. Ms. Pacetti asked about the previous contract and what the plan is for a catastrophic event.

Mr. Becker said there was a construction project to install it. The rates were from years 1-3. They are holding that price for year three and adjusting for CPI. Dr. Caver said buses could be taken to Hayden which has a CNG fueling system. There would be some service delays. Hayden has been in place since 2015. The track record with Trillium has been solid. Mayor Weiss asked for more information on pricing. Mr. Becker said that year 1 of the new contract will start with year 3 of the former contract. Years 2 and 3 will be CPI adjusted.

Mr. Love asked if the scope includes safety, equipment and environmental monitoring and if Trillium manages Hayden. Mr. Allen said they have systems in place for monitoring. Trillium is also the vendor for Hayden. Mr. Sleasman asked what would happen if Trillium went down. Mr. Becker said there have been no preventable service interruptions to date. The contract includes upgrades to the equipment and preventative maintenance. Ms. Terry said they would have to look at another system if Trillium went down, but that would involve another vendor. Trillium received the Partner of the Year award from RTA for their responsiveness and service. Dr. Caver said we have a backup generator for outages. The buses could be fueled at Akron Metro as a backup. Ms. Terry added that diesel could be an option but it could be costly. Ms. Elder asked if there is recourse built into the contract. Mr. Becker said there are termination clauses in the contract.

It was moved by Mayor Biasiotta, seconded by Mr. Sleasman and approved to move to the full Board.

RFP Procurement for 17 Paratransit Coaches

Dan Kerg, Manager of Fleet Planning & Engineering and Glenville Manning, Contract Administrator II gave the presentation.

Project Overview

- GCRTA operates 80 Paratransit demand response vehicles servicing Cuyahoga County.
- To provide reliable service, buses must be replaced on a regular cycle.
- State of Ohio Contract purchase
- Replace vehicles that have been in service since 2013
- Begin to increase fleet size to 100 to support growing public need. Fleet size will be 84 after this purchase.
- Maintain existing configuration determined by customer inputs & GCRTA Engineering & Maintenance personnel, with one improvement:
 - New fleet has two additional cameras on rear and curbside of the vehicle

Fleet Engineering reviews the features and structural integrity of the vehicle and conducts a vehicle inspection to maintain the configuration. They also visited the plant in Ottawa, Ohio. The purchase specs are reviewed by Paratransit. The vehicle features are identical to the existing fleet.

Procurement Overview

Section 306.43 (H)(4) of the Ohio Revised Code provides political subdivisions, within the State of Ohio, the opportunity to participate in contracts executed by the State of Ohio, Department of Transportation.

- GCRTA will purchase 17 Paratransit coaches from American Bus & Accessories, Inc. through the State of Ohio, Department of Transportation, Cooperative Purchasing Program, under State Contract No. 248-24.
- The State of Ohio awarded this contract as a result of a competitive solicitation.

The recommended vendor is American Bus & Accessories, Inc. located in Cincinnati, Ohio. Anticipated delivery of the 17 Paratransit coaches to begin around September 2025. Current customers include Medina County Transit, Marion Transit and Pickaway County Transit.

Recommendation

Staff requests that the Organizational, Services & Performance Monitoring Committee recommend to the Board of Trustees the award of a contract to American Bus & Accessories, Inc., for 17 Paratransit Coaches, at a unit price of \$150,208.00, resulting in a total contract amount not to exceed \$2,553,536.00.

Mayor Biasiotta commended this purchase in support of the Paratransit community. It was moved by Mayor Biasiotta, seconded by Mr. Sleasman and approved to move to the full Board.

Non-Competitive Procurement for Trapeze Software Group, Inc. for PASS mobile application

Nick Davidson, Paratransit District Director and Scott Lawson, Contract Administrator II gave the presentation.

Project Overview

GCRTA currently utilizes Trapeze PASS Software applications to manage its Demand Response Transit Services for Scheduling & Dispatch. GCRTA is seeking to purchase and implement the Trapeze PASS Mobile Application Module for its Demand Response Customers. Over 4,000 active Paratransit Clients took 670,000 passenger trips in 2024.

The mobile app for Paratransit will allow customers to schedule, cancel, and track vehicle location. It will increase customer confidence, perceived safety, improve the Customer Experience and improve Reservation and Dispatch Call Centers by decreasing que time and improve dispatch efficiency. The call center fields 700 calls a day.

This project is in line with Paratransit's Operational Priorities:

- Leverage Scheduling Technology
- Improve the Customer Service Experience
- Modernize Communication Technology
- Increase on-time performance (OTP)
- Reduce on-board travel times (OBT)

From their quarterly surveys, this impacts safety while waiting, on time performance and ease and convenience of scheduling a trip.

Paratransit Strategic Roadmap

- Web scheduling upgrade project (estimated late summer) from version 17 to 21
- Paratransit App Implementation (late 2025)

Procurement Overview

This is a non-competitive purchase with Trapeze Software Group, Inc. Per R.C. 306.43 (H) Trapeze is the developer and original provider of the Authority's PASS software. This software is proprietary. Procurement requested a proposal on August 16, 2024. A proposal was received October 4, 2024. A 0% DBE goal was assigned to this project. The proposal was reviewed by representatives from Paratransit, Information Technology and Procurement.

Trapeze is a pioneer in providing intelligent transportation system serving transit for over thirty (30) years. They have over forty (40) offices worldwide and support 135+ large transit agencies across North America. Trapeze Software clients include GCRTA, Central Ohio Transit Authority (COTA), Capital Area Transit Authority (CATA), Southwest Ohio Regional Transit Authority (SORTA), Dallas Area Rapid Transit (DART), Massachusetts Bay Transportation Authority (MBTA), among many others. The proposed cost is \$73,972 for license fees and \$96,950 for implementation services totaling \$170,922.00

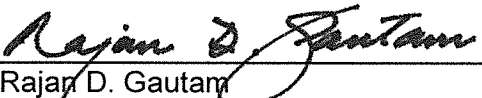
Recommendation:

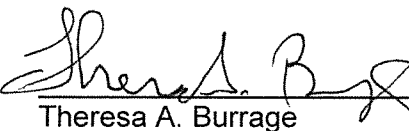
Staff requests that the Organizational, Services & Performance Monitoring Committee recommend to the Board of Trustees the award for Trapeze PASS Mobile Application Module and services to Trapeze Software Group, Inc. in a negotiated contract amount not to exceed \$170,922.00.

Mayor Biasiotta added that scheduling has been an issue with customers. This will improve safety perception. He asked about the learning curve and the notification process. Mr. Davidson said it will be similar to web scheduling and probably easier. It is ADA compliant. There are push notifications. Mr. Sleasman asked if clients can still call for appointments and the timing of the contract. Mr. Davidson said clients can still call in. When they upgrade the demand response service, the mobile component will be a part of the package. Ms. Elder asked if clients could call through the app and if delays would be communicated. Mr. Davidson said he will suggest the phone hyperlink as a design element and the app will provide real-time arrival updates.

It was moved by Mayor Biasiotta, seconded by Mr. Sleasman and approved to move to the full Board.

The meeting was adjourned at 9:42 a.m.


Rajan D. Gautam
Secretary/Treasurer


Theresa A. Burrage
Executive Assistant

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