

## Minutes

### RTA Organizational, Services and Performance Monitoring Committee Meeting

9:01 a.m., March 2, 2021

**Committee Members:** Lucas (Chair), Bibb, Byrne, Serrano, Weiss

**Other members:** Clough, Joyce, McCall, Moss, Pellet

**Not present:** None

**Also Present:** Benford, Birdsong, Bitto, Burney, Capek, Catalusci, Caver, Coffey, Cox, Dangelo, Davidson, Dietrich, Ferraro, Fields, Freilich, Garofoli, Gautam, Johnson, Kirkland, Manning, Miller, Mothes, Penning, Schipper, Young

Rev. Lucas called the meeting to order 9:01 a.m. Five (5) committee members were present. This meeting was conducted by teleconference for members of the Board in accordance with Sub. H.B. 404 of the 133<sup>rd</sup> General Assembly, passed on November 19, 2020, House Bill 197 of the 133<sup>rd</sup> General Assembly, signed by the Governor of the State of Ohio on March 27, 2020 and the March 9, 2020 order of the Governor of the State of Ohio declaring a public health emergency. The meeting was live-streamed on RTA's Facebook page ([www.facebook.com/rideRTA](http://www.facebook.com/rideRTA)) for staff and members of the public.

#### RFP Procurement: Laboratory Drug Testing Services

Scott Ferraro, Senior Director, Labor and Employee Relations and Vanessa Penning, Contract Administrator, made the presentation. Laboratory drug testing of applicant and employee urine samples are required by GCRTA policy, the Department of Transportation and the Federal Transit Administration per 49 CFR Part 40 and Part 655 to ensure that public safety is protected. The Greater Cleveland Regional Transit Authority (GCRTA) sought proposals from Health and Human Service (HHS) certified drug-screening laboratories. This was solicited as a three-year contract with two one-year options for renewal.

The laboratory is to provide scientific drug screening services for all drug testing required by the GCRTA's substance abuse policies. We have two substance abuse policies, one for safety sensitive employees and the other is for non-safety sensitive employees. The laboratory is to retrieve and test approximately 2,000+ specimens collected each year at the Authority's designated medical clinic. Our current medical clinic is Concentra. The following (D.O.T. and Non-D.O.T.) testing categories will require this drug testing: Employment/Transfer to Safety-Sensitive, Reasonable Suspicion, Post Accident, Random, Return to Work, Follow up, and Biennials. Safety sensitive employees are subject to annual testing. Operators are subject to biennial testing. Laboratory testing will test for substances under five drug categories: Marijuana Metabolites, Cocaine Metabolites, Amphetamines, Phencyclidines, and Opioid Metabolites.

The laboratory will provide a Non-DOT point of a care test (Rapid Test) – This includes providing testing cups to the GCRTA's collection site vendor. Rapid tests allow samples from employees involved in Non-DOT post accidents to be tested instantly. This allows them to return operators to work immediately that test negatively on the instant test. If it is a non-negative test, it goes to the lab for full testing. Negative tests allows them to avoid a 24-48 hour delay in getting the negative test results.

The RFP was issued October 26, 2020. It was accessed on the GCRTA website by 39 interested parties. Three companies proposed. The evaluation panel was comprised of various departments using select evaluation criteria. The recommended firm is Quest Diagnostics Clinical Laboratories,

Inc. They have an office located in Collegeville, Pennsylvania. The DBE Goal of 20% was assigned. Quest is compliant based upon good faith effort. Quest Diagnostic's experience include the ability to process samples 24 hours a day / 6 days a week. It is staffed 24 hours per day and 7 days per week. They have experience dealing with similar and larger transit agencies and has its own transportation fleet of 25 aircraft and 3,700 couriers that collectively make tens of thousands of stops daily. Clients include BNSF Railway Company, Metropolitan Transportation Authority (Brooklyn, NY) and Rochester Genesee Regional Transportation Authority.

Staff requests that the Organizational, Services & Performance Monitoring Committee recommend to the Board of Trustees the award of a contract to Quest Diagnostics Clinical Laboratories, Inc. in an amount NTE \$125,205.60 for the base three year contract, and in an amount NTE \$41,735.20 for each option year, for a total contract amount NTE \$208,676.00. Mayor Byrne asked what phencyclidines are. Scott said they are known as PCP. It was moved by Mr. Serrano, seconded by Mr. Bibb and approved to move this to the full Board.

RFP Procurement: Twenty 40 ft. CNG coaches with option for eighty additional coaches

Dan Dietrich, Director, Fleet Management and Glenville Manning, Contract Administrator, made the presentation. RTA operates fixed route buses that serve 77% of our customers. To provide safe, reliable and cost effective service, buses must be replaced on a regular cycle. FTA recommends replacement of transit buses at twelve years. He showed a picture of our current 40' Gillig CNG bus. This contract will supply buses like this with enhancements. New features include:

- Passenger Information System – route info, system updates, security camera views, news updates.
- Trapeze Telematics - real-time bus health for maintenance
- Next-gen Security Camera System (4k resolution-360°) – provides a view of every angle on the bus with one camera.
- Network Pre-wire at all doors for future fare collection – for future fare validation options
- Contoured Plastic Seats – easy to maintain and disinfect over fabric seats.
- Vented tip-in windows – fixed flush windows that have a vent feature to provide passengers to open.

The RFP was issued June 1, 2020. Forty-five (45) interested parties downloaded the package. Three of the major bus manufacturers downloaded the package and two (2) vendor proposed. The evaluation panel consisted of various RTA departments using evaluation criteria. The recommended vendor is Gillig LLC. of Livermore, CA. Current customers include New York City Transit, San Diego Transit Corporation, Las Vegas Regional Transportation Commission, Washington Metropolitan Area Transit Authority and Minneapolis Metro Transit. A delivery of twenty 40 Ft. CNG coaches is anticipated to be complete within 39 weeks of the Notice to Proceed.

Staff requests that the Organizational, Services & Performance Monitoring Committee recommend to the Board of Trustees the award of a contract to GILLIG LLC. for the manufacture and delivery of twenty 40 Ft. CNG coaches, spare parts, tooling, and training in an amount NTE \$11,052,060.00, with options to procure up to eighty additional 40 Ft. CNG coaches, spare parts, tooling and training over the five year contract term.

Rev. Lucas asked for the cost per bus. Glenville said the cost is a little over \$540,000 per bus. He asked if the 360 camera allows everyone to see what is happening on the bus. Dan said there will be an array of cameras, fixed view and mid shift of the bus and through software, a view can be selected to select a fixed camera view. They have done a few demo buses where Transit Police was able to use the technology. Rev. Lucas said the 360 cameras are helpful. Dan said the big bus have a

monitor that rotates the camera views. This bus will also have that feature. Mayor Clough said we have used Gillig before so RTA should be listed as a client. Mr. Serrano said that it seems like we have to keep buying from Gillig because of the tooling and training. Dan said we have contracts with New Flyer as well. They always look for competitive pricing and experience. It goes through the process. They look at it fairly for every purchase. Ms. Birdsong added that she has worked with a lot of companies and agencies. Generally with every bus procurement, they are different. If you have all diesel versus electric versus CNG, that is where the training comes in. She asked Dan to elaborate on the efficiency in sticking with one type of bus as opposed to the vendor when it comes to window replacement and side panels. Dan said the training is from the engine manufacturer. Cummins is the only engine manufacturer. They have efficiency with similar parts and continuity in the fleet mentioned by India. It's all the same configuration. If we were to switch to a different bus manufacturer, it could be different.

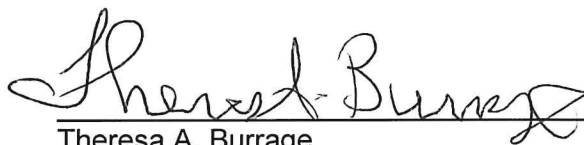
Mayor Weiss asked if the funding is coming from the capital budget for the first 20 buses. Mr. Schipper said there are several funding sources for buses from the State of Ohio Urban Transit Program, which is part of what they are trying to keep with the State legislature in the next biennial, the Ohio EPA, NOACA and regular federal formula grants. They can go out to other funders for the out years because the contracts are in place, so the grants will be more competitive.

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

The meeting was adjourned at 9:20 a.m.



Floun'say R. Caver, Ph.D.  
Interim Secretary/Treasurer



Theresa A. Burrage  
Executive Secretary