

## Minutes

### RTA Operational Planning & Infrastructure Committee Meeting

10:01 a.m., April 16, 2019

**Committee:** Welo (Chair), Lucas (Vice Chair), Byrne, Joyce, Moss, Serrano

**Other Board members:** Clough, McCall

**Not present:** Bibb

**Also Present:** Anderson, Astolfi, Auref, Becker, Benford, Bitto, Bobich, Brooks-Williams, Caver, Ciesla, Dangelo, Davis (C), Davis (J), Diaz, Dietrich, Faith, Feliciano, Ferraro, Fields, Folbes, Freilich, Garofoli, Gautam, Gibbons, Gillan-Shafron, Gray, Halvorsen, Harris, , Hershman, Jaszczak, Jones, Kerg, Keshtkaran, Kirkland, Lewis, Loh, Longs, Manning, Manus, Metcalf, Ortega, Penning, Pickett, Pinkney-Butts, Ponder, Pugh, Ross, Rowe, Schipper, Scott, Shaffer, Shariff, Shildwachter, Smith, Stocking, Stover, Sutula, Tarka, Thomas, Togher, Vukmanic, Walsh, Weil, Wiehe, Wilson, Winn, Young, Zeller.

Mayor Welo called the meeting to order at 10:01 a.m. The secretary called the roll and reported that six (6) committee members were present.

#### RFP Procurement – Design Services for Triskett Garage CNG Infrastructure

Steve Hershman, Engineering Project Manager for mechanical systems and Eric Smith, Contract Administrator, gave the presentation. This is to award a design contract for the upgrades to the Triskett garage for CNG code compliance. It includes the air handling unit that handles the air quality in the garage. This is critical to the health and safety of employees. A FTA grant was received to cover half of the cost. The Board will be asked to recommend this to the full board.

CNG is lighter than air gas, which makes this project different from a conventional garage. Exhaust fans (HVAC) is needed to remove gas that may collect at the ceiling. A diesel generator would need to provide power if there was an outage. Hayden and Central Bus are CNG compliant. They found that the Triskett garage air flow does not meet CNG code compliance. Five air changes per hour is needed. It currently has 2-2.5 changes. The existing roof-top HVAC equipment needs to be replaced. Seventy-five pieces of HVAC roof top equipment were new in 2005. They have met their useful life and need replacement. They will last the length of the anticipated CNG program when it is implemented. The consultant will ensure CNG compliance with the national codes and standards so that a certificate of occupancy can be issued and allow the buses to be housed in the garage. They will put in a Building Automation System to control all the equipment from a desktop computer to certain preset temperatures, set points and airflow. Code compliance concerning appropriate air flow will be verified at the end of construction.

The RFP was issued December 3, 2018. It was accessed on the website by 28 parties, including sub-consultants. Three firms proposed. All three were interviewed. The evaluation panel consisted of various RTA departments using set criteria. The recommended Vendor is Wendel Architecture, PC, in Columbus, Ohio. The 21% DBE Goal will be met by utilizing Advanced Engineering Consultants, Ltd. with an office located in Cleveland, Ohio. They have completed projects for RTA, WMATA, SORTA, COTA and others. They have designed public transit systems for over 40 years and developed CNG projects for 25 years. They have an experienced and qualified staff. Staff requests that the Operational Planning & Infrastructure Committee recommend to the Board of Trustees award

to Wendel Architecture, PC for the Design Services for Triskett Garage CNG Infrastructure Upgrades. The base contract is not to exceed \$345,374.00.

Mayor Welo asked for a motion to move this to the full board. It was moved by Ms. Moss, seconded by Mr. Serrano and approved by unanimous vote.

### Debt Issuance

Craig Wiehe, Cash Manager, gave the presentation. It's been four years since RTA has issued any debt. Staff has worked diligently to pay off debt. RTA has the debt capacity to issue the \$30 million. Mayor Clough has been involved in the rating conference calls. RTA's rating with Standard & Poor's is AA+. There will be a proposed refinancing portion. This is supported by sales tax. This is need to support several large projects.

The purpose of the debt is to finance the local portion of the Capital Program. Major projects are coming up in the next few years like Central Viaduct, Bus Improvement, Catenary System, Substation Improvement Program, Rail Signal System upgrade, Light Rail Track reconstruction, Tower City portal and others. The amount is \$30 million in new money and \$18 million in the resolution as a place holder in case some 2012 debt can be refunded. The current outstanding debt is \$96.5 million. With this, \$126.5 million and the debt payment after this deal should be approximately \$16 million per year. A key part of the debt program is the sales and use tax agreement. The sales tax is wired from the State to Huntington National Bank. They take out the monthly set aside and put it into the bond retirement account and wire RTA the difference.

The finance team is Hutchinson, Shockey, Erley & Co. - Senior Underwriting Manager, Piper Jaffray & Co. - Underwriting Manager, PFM Financial Advisors LLC - Financial Advisor, Dinsmore & Shohl LLP - Bond Counsel and RTA Staff. The ratings presentations with Moody's and Standard and Poors was April 11, 2019. The resolution to the Board will be presented today. Ratings are expected today. The sale of bonds will be on April 23, 2019. They will execute the closing documents May 1, 2019 with a plan to close May 7, 2019 (Funds received). The resolution will ask the Board to Authorize GCRTA to issue new debt, authorize refunding of the Series 2012 Bonds, authorize a fourth amendment to the trust agreement with Huntington National Bank, pledge sales tax revenue to pay for indebtedness and other matters related to the sale. Staff requests that the Operational Planning & Infrastructure Committee recommend this provision to the Board of Trustees for approval.

A copy will be sent to the Board. Ms. Moss asked Rajan Gautam if this is a good financial decision. Rajan stated that they are conservative when going out for debt. Looking at the local funds match and capital funding with the upcoming projects, they believe the capacity was there to go out for the debt and to not negatively affect any debt ratings and the ability to pay the capital portion and not negatively affect the operations. They remain conservative on the amount and frequency. Mayor Clough added that RTA has a good bond rating, which allows it to receive a more favorable interest rate when it goes out for bonding for capital projects. Interest rates are favorable, so this is a good time to go out. It allows RTA to address critical capital needs. He is confident from what he has received from the financial consultant, RTA finance and his analysis, that this is a good time to pursue this. Chief McCall asked if RTA has the capacity so that sales bonds are not hindered when it comes to purchasing rail cars. Rajan said that staff is mindful of the rail car needs. The rating firms use two components to rate RTA. One is the debt proceeds are funded by sales tax, the debt coverage associated with the debt service of principle interest remains high. And the trustee relationship with Huntington to set aside the funds is favorable. He believes the debt service coverage would remain high if they went out for a debt issuance in the future.

Mayor Welo asked for a motion to move this to the full Board. It was moved by Mayor Byrne, seconded by Mr. Joyce and approved by unanimous vote.

Radio Replacement Project

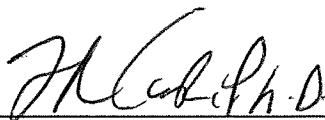
Mike Lively, Manager of ITS, gave the presentation. The next phase is to award a contract to connect the MARCS radio system to RTA's network. The contract will be for five years and for \$30,000 a year or \$150,000. This is a brief update on the radio and communication and CAD AVL replacement program. The project is funded by a FHA grant for \$11.6 million, FTA formula grant for \$2.64 million and NOACA section 5310 grant for \$760,000.

A presentation has been made to the Board over the last several months on an update on the project. Last September, they presented the CDW router procurement to purchase mobile routers for the vehicles. It will use cellular data to provide information to the vehicle and management. Motorola is the portable mobile and dispatch radio equipment. Trapeze is the CAD AVL vendor. They are doing all the installation services and purchasing the new computers and screens. There is a research agreement with CSU. In February, the MARCS agreement was extended for Transit Police and Operations to a five-year term. It was previously annually. Today they are seeking Board approval on the Agile Network contract, which is the backbone connection to the MARCS system. In May, they will put in passenger WiFi equipment. In June, a cellular RFP will provide cell data and the passengers.

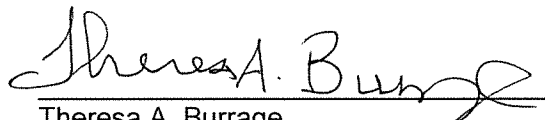
Currently, RTA has four towers. There is little or no coverage in the main service area today. This system will go to a 13 tower service that MARCS will operate. Agile Network is needed to operate the MARCS system. Agile will create the link between MARCS and RTA dispatch centers, which allows communication with the buses and trains. Agile is the vendor chosen by MARCS off the State of Ohio Department of Administrative Services contract. The total cost for five years for installation and maintenance is \$153,121.00. The five year term matches the MARCS term approved a few months ago. Currently, they are in the Proof of Concept phase. The vendor has been on sight multiple times designing the equipment on the vehicles and running wires. In June, there will be a final design review. From late June-August, there will be a pilot program, where 10 fixed route vehicles will be outfitted with new radio equipment and new routes and running them in revenue service to ensure they are operating as designed. Once approved, the mass installation will begin for the fixed route fleet through the end of the year. Rail will begin next January through early summer 2020. By June 2020, all of the vehicles will have new radios and computers.

Staff requests that the Operational Planning & Infrastructure Committee recommend to the Board of Trustees the award services for Agile Networks in an amount not to exceed \$153,120.00 for a period of five years. Mayor Welo asked for a motion to move this to the full Board. It was moved by Mr. Serrano, seconded by Mr. Joyce and approved by unanimous vote.

Mayor Welo adjourned the meeting at 10:28 a.m.



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



Theresa A. Burrage  
Executive Secretary