

Minutes

RTA Organizational, Services and Performance Monitoring Committee Meeting

9:00 a.m., October 15, 2024

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

Other Board Members: Elder, Koomar, Love, Weiss

Not present: Lucas

Staff: Becker, Birdsong Terry, Blaze, Burney, Catalusci, Caver, Dangelo, Davidson, Dietrich, Fields, Fleig, Fogliano, Freilich, Garofoli, Gautam, Harris, Kirkland, Laule, Manning, McGervey, Miller, Moore, Schipper, Sutula, Talley, Temming, Tereba, Togher, Young, Walker Minor

Public: Gibbons, Hagar, Loh

The meeting was called to order at 9:00 a.m. Five (5) committee members were present.

RFP Procurement for a Consultant to provide a Fleet Electrification

Brian Temming, Manager, Quality Assurance and Shawn Becker, Program Contract Manager gave the presentation.

Project Overview

In 2022, GCRTA developed a Zero-Emission Fleet Transition Plan

- Focused only on GCRTA's revenue fleet - accounts for 98% of GCRTA's vehicle emissions
- Based on transitioning vehicles at the end of their useful life

Challenges in transitioning to Zero Emission Vehicles

- Technical Viability – range of the vehicles and charging times
- Facility Needs & Considerations – power at facilities, modifications to house, stage and upgrade fire suppression safety systems
- Workforce Development – training the employees on the new technologies

The Fleet Electrification Study ("Study") will assist the GCRTA in taking the next step in evaluating the feasibility in transitioning to Zero Emission Vehicles by providing technical guidance to help navigate the challenges. The Study is broken into three phases with multiple tasks within each phase. Project schedule is approximately 12 months. The Study will include fixed route, paratransit and non-revenue vehicles. The Study is funded by an ODOT Ohio Transit Partnership Program (OTP2) Grant

The Study will provide an evaluation framework for the Electric Bus Pilot:

- GCRTA was recently awarded a grant for \$10.6 million for an Electric Bus Pilot
 - Buses to operate out of the Hayden District
 - 10 battery electric buses
 - 3 charging units
- Part of GCRTA's Strategic Plan

Phase One:

- Task 1: Data Gathering – looking at routes and information on existing fleet
- Task 2: Performance Modeling – engineers and consultants provide recommended vehicles and run modeling to see how they perform, charging times and staging

- Task 3: Fleet Replacement Schedule – update based on new technology and improvements
- Task 4: Charging and Deployment Plan

Phase Two:

- Task 5: Facility Upgrade Plan
- Task 6: Operation and Maintenance Plan – modifications for new technology
- Task 7: Safety, Training and Workforce

Phase Three:

- Task 8: Resiliency Plan – maintaining service if power is lost
- Task 9: Funding Plan – life cycle cost analysis, grant opportunities

Procurement Overview

The RFP was issued on June 2, 2024. It was accessed on the GCRTA website by thirty-six (36) interested parties. Proposals were due July 12, 2024. Four (4) firms proposed. A 0% DBE goal was assigned. The evaluation panel consisted of several RTA departments using selection criteria.

The recommended firm is Sam Schwartz Consulting, LLC. They are a longtime leader in zero-emission fleet transition planning. They are a full-service engineering firm with over 3,200 employees with over seventy years of multidisciplinary engineering expertise. Including zero-emission bus technologies, electrical engineering, facility engineering & workforce training needs. Works with dozens of transit agencies of varying sizes with various transition mandates and deadlines. Agencies they have worked with include Chicago Transit Authority, San Francisco Metropolitan Transportation Commission, IndyGo, New York Metropolitan Transportation Authority, Southeastern Pennsylvania Transportation Authority, Pomona Valley Transportation Authority, among many others.

Recommendation

Staff requests that the Organizational Services & Performance Monitoring Committee recommend to the Board of Trustees the award for fleet electrification study services to Sam Schwartz Consulting, LLC in a total contract amount not to exceed \$311,924.00.

Mr. Love asked for background on engagement from stakeholders. Mr. Temming said they have an engagement component. Internally they will engage several departments. External stakeholders will be involved. They are looking at other agencies that have done this and will work with the City, County, etc. Mr. Love asked if the consultant would use best practices. Mr. Temming confirmed they will make recommendations based on knowledge from other clients.

Mr. Love asked about the FTA implications and how the study is part of the FTA grant. Mr. Temming said the FTA grant is for vehicles. The study will create an evaluation framework. They will survey customers for feedback. Mr. Love asked about the facilities, business model and the zero emissions component. Mr. Temming said the consultant will help with these items such as storage and staging, power, upgrades to facilities, and use of RTA substations. The consultant will evaluate the vehicle types and make technology recommendations.

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

Bus Option

Dan Dietrich, Director, Fleet Management and Glenville Manning, Contract Administrator II gave the presentation.

Project Overview

- RTA operates fixed route buses that serve over 75% 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 or 500k miles.

The 40ft Gillig CNG bus is what they will purchase with this option. Key features include passenger information system, contour plastic seats, tip in tinted windows, 360 degree cameras, drive cam, windshield camera and 5G router/wi-fi.

Procurement Overview

The Board of Trustees approved Resolution No. 2021-022 on March 23, 2021, authorizing Contract No. 2020-071 with Gillig, LLC for the manufacture and delivery of up to twenty (20), 40 ft. CNG coaches, spare parts, tooling and training in an amount not to exceed \$11,052,060.00 with options to procure up to eighty (80) additional coaches, spare parts, tooling and training to be delivered over the five (5) year contract term.

- There is a critical need to replace additional coaches that have exceeded their useful life.
- Funding has been identified to procure the remaining forty (40) new coaches, spare parts and tooling under a contract option.
- Gillig, LLC will have capacity available to meet GCRTA's production need.
- Anticipated delivery of these forty (40), 40-ft CNG coaches are scheduled to start 3rd quarter of 2025.

Coach Purchase Summary (not including spare parts and tooling). To date, the Board of Trustees have approved the purchase of sixty (60) coaches as follows:

- On March 23, 2021, Resolution No. 2021-022 authorized twenty (20) coaches at a unit price of \$540,707.00, for a total amount of \$11,052,060.00
- On November 16, 2021, Resolution No. 2021-100 authorized twenty (20) coaches at a unit price of \$560,569.87, for a total amount of \$11,211,397.40
- On November 15, 2022, Resolution No. 2022-098 authorized twenty (20) coaches at a unit price of \$652,031.56, for a total amount of \$13,040,631.20

This request will authorize forty (40) coaches at a unit price of \$715,529.86 for a total amount of \$28,621,194.40

Recommendation

Staff requests that the Organizational, Services & Performance Monitoring Committee recommend to the Board of Trustees the award of a contract option with Gillig, LLC for the purchase and delivery of an additional forty (40), 40-ft CNG coaches, spare parts and tooling, in an amount not to exceed \$28,893,874.40. This purchase will be funded by the RTA Development Fund, including multiple Capital Grants.

Mayor Biasiotta asked what percentage of the increase is from inflation and modernization.

Mr. Manning said 5G added to the increase and inflation indexed by the Producer Price Index (PPI) was added to the cost. The unit cost for the 5G is \$7,500 per coach. Mayor Biasiotta asked what the unit cost would be in the current market. Mr. Manning is waiting for Gillig to get back to him with this answer. Having the options is an advantage to RTA.

Ms. Pacetti asked why we are purchasing 40 buses. Mr. Dietrich said we purchase 20-40 buses every year for cycle replacement. This is the last option on this contract. Grant funding is available. We are phasing out diesel buses with CNG. Mr. Love asked for clarification on the bus replacement. Mr. Dietrich said there are still 73 diesel buses at Triskett. Not all are eligible to be replaced. There are diesels that are eligible and CNG's at the end of their useful life. The plan is to split the 40 buses between the two bus districts. They will balance the fleet by moving buses around. Mr. Love asked if there is time to exercise another option and if a new procurement will align with the fleet electrification study. Dr. Caver said this will be the final contract because this procurement will max out the 100-vehicle contract. Staff will need to put another procurement out for additional vehicles. The results of the study should be available to provide information to determine the next steps with the next bus purchase.

Mayor Koomar asked for the total fleet size of CNG buses. Mr. Dietrich said we have 251, 40ft CNG Gillig buses. Ms. Terry added that the current projects focus on replacement, keeping up with technology and piloting new technology. Staff are looking at what technology works best for the Authority and the needs of the customer. Mayor Weiss asked if the electrification study will compare the technologies. Dr. Caver said the study will look at all the zero emissions technologies and make a recommendation.

Mr. Sleasman suggested that if we get power from the grid that the power mix is clear. Mr. Temming said the study will evaluate emissions on a regional level. They will look at the fuel source, regional emissions for electric consumption, hydrogen type, etc. Even though it is called a zero-emission vehicle, it will transplant emissions to another source. Ms. Terry added that there will be pros/cons for all technology. We want technology that will serve a generation. Staff will update the Board on the results of the study.

It was moved by Mr. Sleasman, seconded by Ms. Pacetti and approved to move this item to the full Board.

IFB Procurement for 87 Octane Unleaded Gasoline

Ryan Fogliano, Assistant Supply Chain Manager and Mabry Harris, Procurement Team Manager gave the presentation.

Project Overview

87 octane unleaded gasoline is required for the operation of the Authority's revenue and non-revenue fleets of vehicles including Paratransit fleets, work equipment, trucks, pool cars and Transit Police vehicles. The Authority procures approximately 450,000 gallons of unleaded fuel per year. Unleaded fuel deliveries are made at Paratransit and Rail properties.

As of September, current average yearly pricing for unleaded fuel is \$2.43 per gallon. The unleaded fuel price fluctuates based on the average daily sales rate tracked and published by the Oil Price Information Services (OPIS). A report is run from OPIS that determines daily pricing which is a set rate. There is a contracted +/- discount on that cost.

The Invitation for Bid for the furnishing of 87 Octane Unleaded Gasoline for a period of three years was issued on August 26, 2024. Five responsive bids were received on September 19, 2024. A summary of those bids is as follows:

SUPPLIER	Estimated Usage 450,000 Gallons a Year		
	Year 1	Year 2	Year 3
	Contractor's Increment (+/-) OPIS Average	Contractor's Increment (+/-) OPIS Average	Contractor's Increment (+/-) OPIS Average
Sunoco, LLC	\$ (+) .0313 (3 cents above OPIS Avg)	\$ (+) .0338 (3 cents above OPIS Avg)	\$ (+) .0363 (3 cents above OPIS Avg)
Petroleum Traders Corporation	\$ (+) .0316	\$ (+) .0341	\$ (+) .0366
Universal Oil	\$ (+) .05	\$ (+) .05	\$ (+) .05
Colonial Oil Industries, Inc.	\$ (+) .0748	\$ (+) .0773	\$ (+) .0798
World Fuel Services, Inc.	\$ (+) 2.0500	\$ (+) 2.0500	\$ (+) 2.0500

Sunoco, LLC, which is headquartered in Dallas, Texas, was determined to be the lowest responsive and responsible bidder. The Authority will procure 87 Octane Unleaded Gasoline for a period of three years, at approximately 450,000 gallons per year, at a firm basis rate above the OPIS index average daily rate on the date of delivery, of plus 3 cents (\$0.0303) above the OPIS Index per gallon for year one, plus 3 cents (\$0.0338) above the OPIS Index per gallon for year two, and plus 3 cents (\$0.0363) above the OPIS Index per gallon for year three.

Other clients of Sunoco LLC include Dayton RTA, PARTA (Potage Area Regional Transit Authority), SCTA (South Central Transit Authority) and PA Turnpike, among others.

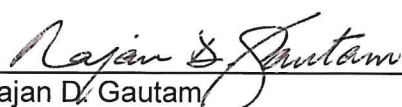
Recommendation

Staff requests that the Organizational, Services & Performance Monitoring Committee recommend to the Board of Trustees the award of a contract to Sunoco, LLC for the furnishing of approximately 1,350,000 gallons of 87 Octane Unleaded Gasoline, as specified and as required, for a period of three years.

Mayor Biasiotta asked if all the suppliers used the OPIS scale. Mr. Harris said yes. Ms. Welch asked for background on OPIS. Mr. Fogliano said this is the Oil Price Index Service. They run daily pricing for fuel and add or subtract the discount. Dr. Caver added that OPIS is the commodity exchange rate. This is what the regional refiner charges everyone for gas.

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

The meeting was adjourned at 9:43 a.m.



 Rajan D. Gautam
 Secretary/Treasurer



 Theresa A. Burrage
 Executive Assistant