



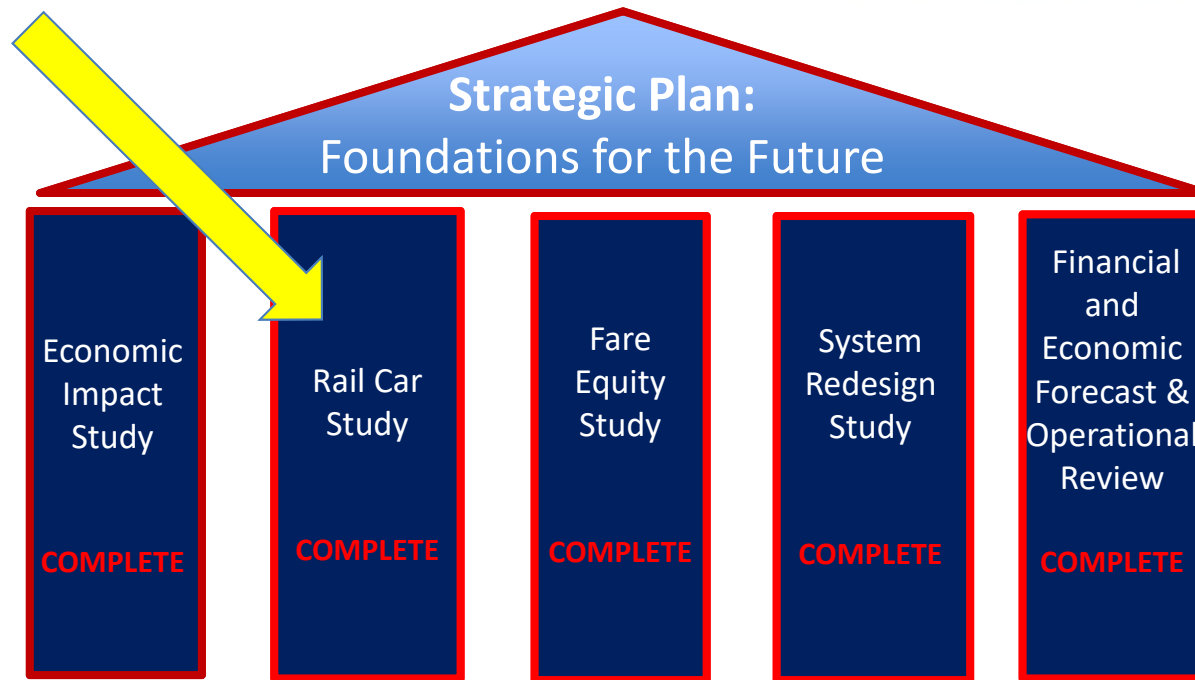
Rail Car Replacement Project Update



Presented to: Operational Planning &
Infrastructure Committee

August 11, 2020





Current Work Priorities

- Cost estimate and funding strategy
 - *Currently in the range of \$300 million*
- Safety Certification Consultant
 - *Procurement Presentation today*
- Developing specifications for the rail car RFP
 - *Advertise fall 2020*
- Car Builder selected – Q1 2021
- Conducting bi-weekly project team meetings

Historical Information

- LTK Engineering Services hired in 2017 to perform an evaluation of the existing fleet of rail cars
- Evaluation: conducted interviews with maintenance & engineering staff, reviewed maintenance logs, performed physical inspection of 16 cars (8 HRV & 8 LRV), financial analysis of operational costs and performed inspections
- 2018 Findings: HRV Fleet would need to be retired in approx. 5 yrs & LRV in approx. 10 yrs

Current Status

Engineering/Program Management Consultant

- LTK Engineering Services Inc. – Issued NTP on 3-2-20
- Fleet Procurement Plan – Evaluated 2 scenarios
 - Purchasing 2 different cars (HRV & LRV)
 - Purchasing 1 car to service entire system (high and low platforms)

Current Status

1. Evaluation of 2 separate fleets
 - a) Married pairs (HRV) extensive shop modifications – **Est. \$50 mil**
 - b) Single car - HRV Fleet would be a unique double-ended vehicle, pantograph system
 - c) LRV Style Fleet would require shop modifications – **Est. \$9 mil**
 - d) Operational challenges of operating 2 to 4 fleets simultaneously
 - Commissioning the new cars while using existing fleet for service. Overlap would exist between heavy and light rail
 - e) Increased training and future maintenance costs

Current Status

Engineering Firm Contract – (Con't)

2. Evaluated potential for “Combined Fleet” solution

- a) Allows us to have a “double-ended”, LRV styled, vehicle that will service all of the platforms in our system
- b) Improved operational flexibility and mobility for riders
- c) Improved parts inventory, maintenance and training efficiency
- d) Reduced shop modification and procurement effort
- e) These cars are used in other cities around the country

Potential Combined Fleet Vehicle High and Low Platforms



High Platform Service



Low Platform Service

\$300 Million Funding Stack

FUNDING SOURCE	FUNDING AMOUNT	AWARDED	COMMITTED	UNCOMMITTED	COMMENTS
GCRTA ROLLING STOCK RESERVE FUND	\$51,000,000	\$29,100,000	\$15,000,000	\$6,900,000	\$29.1 million currently in fund, \$15.0 million budgeted in 2020-2022
FTA SECTION 5307 AND 5337 FORMULA GRANT FUNDS	\$45,000,000	\$25,000,000	\$20,000,000	\$0	\$22.9 million in 2020-2025 CIP, \$20.0 million in future 2026-2030 CIP
FTA SECTION 5309/USDOT BUILD/TIFIA FUNDS	\$105,000,000	\$0	\$0	\$105,000,000	\$15.0 million BUILD grant submitted on July 15, 2020. Other grant requests to be submitted in the future including BUILD/Core Capacity/TIFIA
ODOT TRAC/STBG/CMAQ	\$65,000,000	\$0	\$0	\$65,000,000	SFY 2020 TRAC funding application was denied. Working with Legislature and ODOT for additional funding eligibility
ODOT GRF	\$10,000,000	\$4,500,000	\$0	\$5,500,000	GRF can be used to match Federal Grants. \$5.0 million awarded for SFY 2020 OTP, but \$0.5 million decrease due to budget cut. No funds awarded for SFY 2021 OTP.
NOACA STBG	\$24,000,000	\$9,600,000	\$14,400,000	\$0	\$9.6 million awarded for 2021-2024 TIP and \$14.4 million recommended for 2025-2030 plan. Approved on September 13, 2019. The \$9.6 million is now being accelerated to SFY 2020.
TOTAL	\$300,000,000	\$68,200,000	\$49,400,000	\$182,400,000	



Questions?

Greater Cleveland Regional Transit Authority

