



Operational Planning & Infrastructure Committee

May 6, 2025

MEETING MINUTES

Committee Members: Mr. Sleasman (Chair), Ms. Welch (Vice Chair), Mayor Gallo, Mr. Love, Rev. Lucas

Other Board Members: Ms. Elder, Mayor Koomar, Ms. McPherson, Mayor Weiss

Not Present: Ms. Pacetti

Staff/Other: Shawn Becker, Melinda Dangelo, Nick Davidson, Mary Flannery, Bob Fleig, Joel Freilich, Anthony Garofoli, Rajan Gautam, Sharon Jenkins, Lawrence Jupina, Carl Kirkland, Jonathan Laule, Scott Lawson, Jennifer Martin, Kathleen McGervey, Joshua Miranda, Charles Morgan, Holly Mothes, Allen Polly, Jim Reed, Rosalind Robinson, Mike Schipper, Kay Sutula, John Togher, Eric Vukmanic, Tally Wendy, E. Jay Wilson, Carolyn Young

Public: None

Mr. Sleasman called the meeting to order at 9:14 am with a roll call. Five (5) committee members were present, representing a quorum.

A motion by Mr. Sleasman, seconded by Mr. Love to approve the minutes from April 15, 2025.

Mr. Sleasman called the first presentation Change Order – a presentation of a negotiated proposed change order to Project 12D(a) - Bungalow Foundations for the Trunk Line Resignaling. Presenters: Kathleen McGervey, Engineer Project Manager, Track and Jenn Martin, Contract Administrator II, Procurement.

Contract No. 2022-121 was awarded to Northeast Ohio Trenching Services on January 31, 2023, via Resolution No. 2023-3, for the construction of bungalow foundations related to the Trunk Line Signal System. The original contract was approved for an amount not to exceed \$347,000. A "bungalow" in this context refers to a Central Instrument House (CIH) that contains signal system components such as relays and processors.

The proposed change order includes design modifications suggested by the Signal Contractor and extends the construction schedule from 2023–2024 to 2025. Specifically, three of the bungalow foundations require increased size due to new design input. The Engineer's Estimate for these changes is \$95,538.88. The original Notice to Proceed was issued on March 31, 2023, with work initially slated for 2023–2024. Due to updated requirements, construction will now occur in 2025.

Eight prior no-cost time extensions have been granted under the General Manager's existing change order authority of \$100,000, which remains available. The proposed change order of \$124,540.13 covers all additional costs related to the design changes and the extended construction timeline. If approved, the total contract amount would increase to \$471,540.43, and the General Manager's change authority would be reset to \$100,000.

Northeast Ohio Trenching Services continues to uphold the 23% DBE participation goal associated with the project. Procurement and Engineering staff have followed proper change order procedures.

Staff recommended that the Operational Planning & Infrastructure Committee approve the proposed change order in an amount not to exceed \$124,540.43, resulting in a revised total contract value of \$471,540.43 and reinstatement of the General Manager's \$100,000 change order authority.

It is recommended the Committee forward the contract award to the entire Board of Trustees for approval. It was moved by Mr. Sleasman, and seconded by Mr. Love, and unanimously approved to advance the item to the full Board for consideration.

Mr. Sleasman called for the next Proposed Change Order – Project 66C Brookpark Yard Tracks Improvements. Presenters were Kathleen McGerverey, Engineer Project Manager, Track and Jonathan Laule, Program Contract Manager, Procurement.

Contract No. 2024-195 was awarded to Railworks Track Services on February 25, 2025, by Resolution No. 2025-27, for yard track improvements at the Brookpark Yard in preparation for new railcar commissioning. The contract was initially authorized in an amount not to exceed \$2,589,826, with a Notice to Proceed effective March 26, 2025.

Originally, the cable required for the project was to be procured separately. However, due to unfavorable lead times, the separate procurement was canceled. As a result, the project team is requesting a change order to incorporate the cable purchase into the existing construction contract. The Engineer's estimate for this addition is \$279,845.00. The proposed change order amount is \$261,241.02 and will not impact the construction schedule.

The Procurement and Engineering teams have adhered to the standard change order procedures, and the Change Order Committee has reviewed and approved the proposal. No prior change orders have been issued, and the full \$250,000 General Manager change order authority remains available. If approved, this change order would increase the total contract amount to \$2,851,067.02 and reset the General Manager's change order authority to \$250,000.

Railworks Track Services continues to be committed to meeting the 17% DBE participation goal designated for the project.

Staff recommended that the Operational, Planning, and Infrastructure Committee approve the proposed change order to Railworks Track Services in an amount not to exceed \$261,241.02, resulting in a revised total contract amount of \$2,851,067.02 and reinstatement of the General Manager's \$250,000 change order authority.

It is recommended the Committee forward the contract award to the entire Board of Trustees for approval. It was moved by Mr. Sleasman, and seconded by Mayor Gallo, and unanimously approved to advance the item to the full Board for consideration.

Mr. Sleasman called for the Capital Budget presentation – Increasing the FY 2025 Capital Improvement Plan Budget. Presented by: Eric Vukmanic, Manager of Budget.

Mr. Vukmanic presented a proposal to amend the 2025 Capital Improvement Program (CIP) Budget. The amendment is related to the ongoing procurement of new railcars, which began with the Board's approval of Resolution 2023-026 on April 18, 2023, authorizing the purchase of 24 railcars at \$5.1 million each, with the option to purchase up to 36 additional vehicles. Subsequently, the Board approved the purchase of six additional cars on November 28, 2023, via Resolution 2023-088, and 18

more cars on November 19, 2024, through Resolution 2024-088, with those priced at \$5.8 million per car.

The current request is to increase the 2025 CIP Budget appropriation to fund the purchase of 12 additional vehicles, with an estimated cost of \$6 million per car. A formal resolution to execute this third option for 12 vehicles is expected to be presented to the Board in the coming months.

The funding strategy for the amended budget includes a mix of federal formula and competitive grants, state and local funds, sales tax revenue, and bonds if necessary.

Staff recommended that the Operational Planning & Infrastructure Committee advance the proposed Amended Capital Budget Resolution to the full Board for final approval. It was moved by Mr. Love, and seconded by Ms. Welch, and unanimously approved to advance the item to the full Board for consideration.

Mr. Sleasman called for the Capital Budget, presenting the FY 2026-2030 Capital Improvement Plan. Presenters: Eric Vukmanic, Manager of Budget, Mike Schipper, Deputy General Manager, May Flannery, Grants Management Administer.

Mr. Vukmamic discussed the proposed 2026–2030 Capital Improvement Plan (CIP). The presentation covered key aspects of the CIP process, including capital improvement funding sources, planning committees, project evaluation criteria, a proposed five-year capital budget, and anticipated federal, state, and local funding contributions. Two key planning committees—the Capital Program Working Group (CPWG) and the Capital Program Oversight Committee (CPOC)—ensure objective evaluation and alignment with the authority's long-term goals.

The proposed five-year CIP outlines \$602.8 million in capital investments across categories such as buses, facilities, railcars, and other infrastructure improvements. The FY 2026 capital budget highlights continued projects from 2025, including the Railcar Replacement Program, BRT development, light rail track upgrades, and ADA station reconstructions. Planned improvements span bus garages, facility maintenance, rail systems, and vehicle replacements, including 40 CNG buses and 20 paratransit vehicles.

Despite this robust plan, \$242 million in capital needs remain unfunded, covering areas like the rail vehicle replacement program, bus garages, and infrastructure upgrades. Funding sources include federal agencies (FTA, FHWA, FEMA), state agencies (ODOT, OEPA), local sales tax revenue, and potentially bonds. The plan leverages base funding of \$70 million annually from the IIJA and local match, supplemented by competitive grants.

In 2024, the agency secured over \$60 million in grants for ADA improvements, emissions reduction, and railcar replacement. For 2025, over \$65 million in grant submissions are pending, with additional funding opportunities identified for accessibility, facility upgrades, and transit-oriented development.

It was moved by Mr. Sleasman, and seconded by Ms. Welch, and unanimously approved to suspend this Committee meeting for a Public Hearing.

The Public Hearing statement was read by Eric Vukmanic.

There were no public comments in person.

There were no public comments on the phone.

There were no public comments on the website.

It was moved to reconvene the Committee Meeting by Mr. Sleasman and seconded by Ms. Welch, and unanimously approved.

The Committee held a public hearing, and the staff recommended presenting the CIP for full Board of Trustees approval in June 2025, followed by submission to the Northeast Ohio Areawide Coordinating Agency (NOACA) to review for full Board for final approval. It was moved by Mr. Love, and seconded by Ms. Welch, and unanimously approved to advance the item to the full Board for consideration.

There being no further business to bring before this Committee, a motion to adjourn the meeting by Mr. Sleasman and seconded by Mayor Gallo. The meeting was adjourned at 10:11 am.



Rajan D. Gautam
Secretary/Treasurer



Avis R. Lyons
Interim Executive Assistant