



MEETING MINUTES

Organizational, Services & Performance Monitoring Committee

March 3, 2026

Committee Members: Ms. Pacetti (Chair), Mayor Gallo, Ms. McPherson, Mr. Sleasman

Present: Mayor Koomar, Ms. Elder, Mayor Weiss, Ms. Whigham

Staff/Other: Numen Abdul-Mujeeb, Tom Allen, Shawn Becker, Nick Biggar, India Birdsong Terry, Muriel Bowen, Janet Burney, Louis Catalusci, Floun'say Caver, Brent Charnigo, Nick Davidson, Maribeth Feke, Jose Feliciano, George Fields, Bob Fleig, Joel Freilich, Anthony Garofoli, Rajan Gautam, Sharon Jenkins, Chief Deirdre Jones, Lawrence Jupina, Carl Kirkland, Glenville Manning, Jennifer Martin, Mandy Metcalf, Nicholas Miller, Sheila Miller, Charles Morgan, Holly Mothes, Norbert Reynolds, Mike Schipper, Heather Schnear, Karen Smith, Wendy Talley, John Togher, Miles Varga, Kimberly Wright, Carolyn Young

Public: Michelle Bandy-Zalatoris, Brian Gibbons, Loh, Nancy Lyon-Stadler, Krysta Pesarchick, Tim Rosenberger, Shauna Sanders

I. Roll Call

Ms. Pacetti called the meeting to order at 10:01 a.m. with roll call. A quorum was present.

II. Approval of Minutes – February 17, 2026

Ms. Pacetti noted several edits to the minutes, including a reference to a discussion regarding performance and perception.

Mr. Sleasman moved, and Ms. McPherson seconded to approve the minutes as amended; the motion carried.

III. RFP Procurement – a presentation of a sole-source procurement for ProTracker Armband and Right of Way (ROW) vehicle detection units which are used by Power & Way, Engineering, and Facilities Maintenance as secondary protection for work performed on or near the ROW.

Miles Varga, Supervisor of Traction Power, Power & Way District, stated that the ProTracker right-of-way vehicle detections units provide secondary protection for workers and train operators by utilizing a proprietary early warning system. While primary protection is still provided by flaggers, this technology allows for increased situational awareness through audible alerts and a new feedback feature that confirms acknowledgement between vehicle operators and work crews.

The procurement is necessary because the equipment would be used daily and current on-property equipment is incompatible with the new ranging technology being installed on the new Siemens light rail vehicles. The procurement includes 165 personal alert devices, 20 high-rail vehicle units, and various testers and chargers.

Glenville Manning, Contract Administrator II, Procurement, stated that the procurement qualifies as a sole-source because Harsco Rail is the original provider and no other firm can provide the proprietary technology required for compatibility with existing systems.

Staff requested the Committee recommend awarding a contract to Harsco Rail in an amount not to exceed \$516,532.50, which is approximately 12% above independent cost estimates.

Mr. Sleasman moved and Ms. McPherson seconded to advance the item to the Board of Trustees; the motion carried.

IV. Contract Increase – a request to authorize an increase to the natural gas contract spending authority. This request does not increase the Natural Gas or CNG budget for 2026. Instead, it provides the authorization under this contract to spend the budget that has already been established and approved by the Board of Trustees on December 16, 2025.

Tom Allen, Energy Manager, stated that the Authority utilizes natural gas to fuel CNG coaches and heat facilities and water. This request would increase the spending authority for the natural gas supply contract with Direct Energy Business Marketing LLC by \$3 million, bringing the new total to \$12 million. This increase is necessary to cover higher-than-expected consumption and elevated market rates, though it does not require an increase in the already approved 2026 budget.

Mr. Allen reported that natural gas consumption is forecasted at 3.2 million units, significantly higher than the original 2.5 million unit estimate from 2021. This rise is attributed to schedule changes following the system redesign and the transition of the Triskett facility to CNG coaches. He explained that in January 2022 coaches were nearly split between CNG and diesel today they are about 83% CNG coaches. Diesel consumption has decreased during this time.

The current estimate for this contract is about \$11.6 million, which is 35% higher than that original estimate. This is not a request to increase the budget for CNG or natural gas costs in 2026. This is a request to increase the contract ceiling to expense the budget that has already been approved.

Mr. Allen explained that staff will solicit a new natural gas supply agreement which is expected to be brought before the Board in June, which would be effective August 2027, followed by an electricity supply agreement in October, to be effective May 2027. Both agreements are critical for the continued operation of the CNG fleet, as they factor into the costs of fuel, compressor electricity, and maintenance.

Jenn Martin, Program Contract Manager, Procurement, stated that on August 24, 2021, the Board authorized a five-year contract with Direct Energy Business Marketing LLC to furnish natural gas for a period of three years, with two one-year options in annual amounts not to exceed \$1.8 million per year. This change order has been reviewed and approved by the Change Order Committee, which is an internal process for any change order over \$50,000.

Staff requests that the Committee recommend to the Board approval of an increase in the contract with Direct Energy Business Marketing LLC in an amount not to exceed \$3,000,000, resulting in a new contract amount not to exceed \$12 million.

Responding to Committee questions regarding the fixed portion of the contract, Mr. Allen explained that the natural gas contract is a partially fixed rate. The basis cost, which can be a discount or premium depending on the market. The rest is against a market rate. Future prices are locked, allowing cost forecasts. That aspect is part of the contract and functions similar to hedging, as staff can monitor market fluctuations and choose an advantageous point for future costs.

Mayor Koomar requested clarity regarding how much of the contract is fixed and variable. Mr. Allen stated that GCRTA will pay the fixed portion that is the basis price. When the contract begins, there has been no natural gas commodity purchased and there was no price. Staff must either accept the average price for that month or choose to lock in a certain rate for a future month.

Ms. Pacetti requested clarity regarding the upcoming related procurement opportunities this year.

Dr. Caver explained that staff has chosen to contract with natural gas and electricity suppliers with the hope of paying a lower cost than what the market would bear. Both of those contracts expire in 2027. The Authority's energy consultant advises going out to the market for natural gas more than a year in advance, which is why June is targeted to bring a natural gas supply contract to the Board that takes effect in 2027. However, the consultant advises a shorter time for electricity between securing a new contract and the effective date. That supply agreement will be brought to the Board in October for an effective date of May 2027.

Mr. Sleasman moved and Ms. McPherson seconded to advance the item to the Board of Trustees; the motion carried.

V. Adjournment

There being no further business to bring before this Committee, Mr. Sleasman moved to adjourn the meeting and seconded by Ms. McPherson. The meeting was adjourned at 10:30 a.m.



Rajan D. Gautam
Secretary/Treasurer



Brent Charnigo
Board Administrator

