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Committee Meetings

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Agency: [Greater Cleveland Regional Transit Authority](#)

Date: Aug. 13, 2024

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Summary

- The MicroTransit program in Aerozone seems to be working well and is more convenient for employees who previously used public transit. The Solon Microtransit program is shutting down.
- All things motioned were passed unanimously.

Follow-Up Questions

Notes

The meeting began at 9:01 a.m..Seven people were attending.

Present at this meeting:

- GCRTA General Manager and CEO: India L. Birdsong Terry
- Board president: Paul A. Koomar, mayor, City of Bay Village
- Board vice president: Lauren R. Welch
- Anthony D. Biasiotta, mayor, City of Seven Hills
- Anastasia A. Elder
- Stephen M. Love
- Rev. Charles P. Lucas
- Deidre McPherson
- Emily Garr Pacetti
- Jeffrey W. Sleasman
- David E. Weiss, mayor, City of Shaker Heights

Organizational, Services & Performance Monitoring Committee

Committee members:

- Mayor Anthony D. Biasiotta, chair
- Lauren R. Welch, vice chair

- Deidre Y. McPherson
- Emily Garr Pacetti
- Jeffrey W. Sleasman

Shop uniform rental and maintenance project: A presentation on using the [State of Ohio Cooperative Purchasing Program](#) to provide uniforms to shop employees for a period of three years with two, one-year options.

Presented by Brian Gibbons, GCRTA supply chain contract and administrator, and Dawn Svancara, GCRTA contract administrator II

- Greater Cleveland Regional Transit Authority (GCRTA) needs to supply and maintain uniforms for 750 employees at 12 locations
- The scope of services needed: 11 sets of shirts and pants per employee, uniform laundry and maintenance performed weekly, lockers provided as needed.
- Coat rental: one coat per employee
- State of Ohio Cooperative Purchasing Program includes a contract with [Cintas Corp.](#) Cintas has provided shop uniform rental and maintenance for the past five years.
- For the third year of the contract (and every year after), the maximum allowable price increase is 3.3%.
- GCRTA staff recommend the board award a contract to Cintas for an amount not to exceed \$942,000 for the first three years and not to exceed \$1.6 million for the total five-year period.
- **Motion passed unanimously**

Invitation for Bid ([IFB Procurement](#)) - A presentation of a competitive procurement for the replacement of overhead catenary maintenance vehicle, known as the line car. Presented by Miles Varga, supervisor, GCRTA Power & Way District, and Jonathan Laule, GCRTA contract manager.

*Before the presentation, GCRTA Chief Operating Officer Floun'say Caver introduced GCRTA's Power and Way District team. "The electric company," he called them. Caver said that this team was responsible for returning power to transit lines after the Aug. 6th storm.

Varga gave a history of the line car.

- First purchased from Fuji Industries in 1977.
- The car has had two engine rebuilds since then; 2017 was the most recent.
 - Third engine rebuild will be needed soon
- The car has had two roof rebuilds; 2023 most recent

Varga explained the challenges and repairs necessary for the current line car:

- The car came to GCRTA with a dual cable, reel pay-in/pay-out system. It currently only has a single manually operated reel system
- There is very limited space for storage and personnel.
- Controls are not clearly labeled.
- There is limited feedback from vehicle systems
- Loud exhaust.
- Underside leaks oil.
- Thin wheels.
- Platform extensions.

Laule on the bids for a new rail line car:

- There were six interested parties; two submitted bids.
- [Geismar North America](#) submitted the lowest bid.
- Contract for a new rail line car amount not to exceed \$5.2 million.

Biasiotta: Why this vendor?

Laule: They were the lowest bid by \$200,000

Pacetti: Bid is 25% over the estimate, what accounts for the difference.

Jacob Cable, manager, GCRTA Power and Way District: Market price, inflation, timing.

GCRTA CEO Terry: Replacing things that are a generation or two old can make it difficult to estimate final costs.

Welch: Is this the only rail line car that helps with maintenance?

Varga: As far as overhead maintenance, we have two high rail trucks but this line car is our “work horse.”

Welch: What is the plan in having the other rail cars updated?

Caver: This particular vehicle is for the line. The board previously approved the purchase of a new locomotive. It will be here by the end of this year.

Motion passed unanimously

[Annual Disadvantaged Business Enterprise \(DBE\) goal](#)- A presentation on the establishment of the annual three-year Disadvantaged Business Enterprise (DBE)

goal for federal fiscal years 2025-2027.

Presented by Carl Kirkland, director, Office of Business Development:

- It is a federal requirement to establish an overall DBE goal on triennial basis
- A timetable must be established before a goal is figured out.
 - Aug. 13, 2024: committee presentation review goal
 - Aug. 27, 2024: seek board approval
 - Sept. 6, 2024: submit proposal to the Federal Transit Administration (FTA); due Sept. 30

A community advisory board will then be formed.

By federal regulation, the [DBE](#) program seeks to ensure non-discrimination in the award of contracts, create a level playing field, help remove barriers of participation, and assist development of firms to compete successfully outside of the DBE program.

DBE goal is calculated by establishing a base figure of relative availability of DBEs. The the agency adjusts the base figure to take into account GCRTA specific factors, such as number, types and dollar value of contracts.

The proposed 2025-2027 DBE goal is 20.21% but may be adjusted over the three years to reflect change in circumstances.

Pacetti: Could you share how this compares to past years?

Kirkland: We are coming out of a pandemic, so the numbers vary. However, we tried to look at the capital improvement plan and make sure that the contracts are ready for participants.

Pacetti: Is the 20.21% for the next three years greater or less than previous years' goals?

Kirkland: Less than.

Pacetti: How does the 20% compare to other agencies of similar sizes?

Kirkland: We're the largest agency in this area, so it is hard to compare.

Sleasman: Since this is based on "ready, willing, and able." what are we doing to ensure contractors in the broader workforce can bid?

Kirkland: We do a lot of outreach when partnering with other agencies and work closely with procurement and contractors to introduce them to the community.

Weiss: Is 20% the average or a benchmark?

Kirkland: It's calculated from the median DBE achievement from the past three years.

Stephen M. Love: DBE's are minority- and women-owned?

Kirkland: Yes

Motion passed unanimously

MicroTransit Program update

Presented by Maribeth Feke, director, Programming & Planning

- Job access and mobility divide issues:
 - People without cars need to live in places with frequent public transit and pedestrian amenities.
 - Policy needs to help grow jobs in those areas.
 - Many jobs are located outside of areas where the commute is easily navigated. Essential industries' demand for employees is growing.
- GCRTA spent a year researching how to do microtransit, looking at other transit programs all over the country and state:
 - We want to test a short-term program to connect work sites with RTA services.
 - It will be helpful where the first/last mile of a commute trip is not currently easily accessible.
 - Must pick up/drop off at an RTA facility.
 - Route/schedule is flexible - 24/7
 - Memorandum of understanding with the [Amalgamated Transit Union](#).
 - Microtransit can replace RTA existing service
- GCRTA received \$600,000 of Ohio Department of Transportation (ODOT) Ohio Transit Partnership Program (OTP2) funds.
 - Awarded two contracts of \$300,000.
 - Share Mobility for Solon Service - April 2022
 - Share Mobility for [Aerozone](#) - July 2023
 - Program required 50/50 match from contractor.
- Summary of Solon program:
 - Served three employers at five worksites.
 - Provided 2,511 rides using 1,025 in-service vehicle hours.
 - Two employers had no rides.
 - All work sites are within 0.4 mile of work stop.

- Ridership has stagnated.
- Ending the program on Aug. 31, 2024
- Summary of Aerozone program:
 - 100,684 total jobs
 - Seven cities
 - Cleveland Hopkins Airport, NASA, Moen, Sysco and other companies on this route.
 - Began Oct. 2023

Pacetti: What is similar or different from [NOACA's vanpool program](#) and this program?

Feke: An employee takes the van and picks people up and takes them to work. It's a little different.

Pacetti: To what extent is either program on demand?

Feke: Neither is on demand, they're subscription based. Employers pre-schedule certain times based on when their employees regularly need to be picked up.

Elder: For clarification, the frequency of the transportation is based on each individual employee who uses the service?

Feke: Yes

Elder: What if an emergency happens and I need to be taken back?

Feke: There is a contract with Uber in Aerozone. If you need a ride they will give you a voucher for an Uber.

Elder: Can you give more detail on the survey results?

Feke: The employees liked the service. However, when asked, "Could you get to work without it?" they said "yes." They took transit and walked before, so it was more inconvenient.

Feke: Microtransit could be targeted on a larger scale over time.

RTA Audit, Safety Compliance and Real Estate Committee:

Committee members:

- **Mayor Paul A. Koomar, chair**
- **Lauren R. Welch, vice chair**
- **Emily Garr Pacetti**
- **Jeffrey W. Sleasman**
- **Mayor David E. Weiss**

Casualty insurance program —An update.

Presenter: Judy Lincoln, director, GCRTA Risk Management

- Lincoln introduced two people:
 - Barbara Goodwin, senior vice president, [USI. USI is GCRTA's casualty insurance broker](#)
 - Darwin Rutledge, president and CEO, [Rutledge Insurance Group](#). Rutledge is GCRTA's disadvantaged business enterprise (DBE) broker and partner on the casualty insurance program.
- This program is maintained for protection of assets against catastrophic loss:
 - Excess liability (general, rail, auto), \$95 million limit, \$5 million self-insured retention (SIR)
 - Excess workers' comp - \$10 million limit, \$750,000 SIR
 - Provides catastrophic insurance coverage
 - Public officials liability/employment practices liability (EPL) - \$5 million limit \$250,000 SIR/\$500,000 SIR
 - Provides liability protection to board members, directors and officials as well as GCRTA.
 - Provides insurance coverage for employment practices claims, i.e sexual harassment, wrongful termination.
- Separate cyber liability insurance that renews in February. \$5 million limit and \$50,000 SIR.
- Excess liability insurance must be accessed via a broker; GCRTA requests proposals.
 - Brokers are selected based on expertise in the commercial insurance market in public transit.
 - GCRTA and brokers approach insurance companies together with GCRTA needs.
 - Meet face-to-face with underwriters.
- Insurance company wants assurance that GCRTA has a process to ensure safety and security
 - Opportunity to discuss the safety protocols GCRTA has, for example cameras

Goodwin on the state of the insurance market this year:

- The casualty market remains challenging for all classes.
 - Impact of “nuclear verdicts” - any verdict over \$10 million.
 - One market carrier cited 10 claims, each with a \$100 million demand.
 - Insurance carriers are focused on reviewing aggregation.
 - Norfolk Southern derailment has had an impact on the industry.
- GCRTA is a preferred account due to its risk management.

Lincoln: Insurance premiums for all three policies is \$2,269,191, an increase of 4.5%. But that is still \$102,411 under budget.

Question from the board (the speaker was not visible on the livestream): Why the increase in premiums?

Lincoln: The market challenges that GoodwinCarriers across the board were not prepared for aggregation of losses.

Motion passed unanimously

Committee of the Whole

Executive session was held to consider the purchase, sale and other disposition of public property.

The meeting closed for an executive session for approximately 45 minutes.

After the executive session, the meeting was adjourned.

If you believe anything in these notes is inaccurate, please email us at cleDOCUMENTERS@gmail.com with "Correction Request" in the subject line.