

Minutes

RTA Operational Planning & Infrastructure Committee Meeting

9:45 a.m., May 14, 2019

Committee: Welo (Chair), Lucas (Vice Chair), Byrne, Joyce, Moss

Other Board members: Bibb, Clough, McCall

Not present: Serrano

Also Present: Anderson, Astolfi, Becker, Benford, Bitto, Boylan, Brooks-Williams, Burney, Catalusci, Caver, Cottrell, Cranford, Dietrich, Faith, Ferraro, Fields, Flannery, Finnerty, Gautam, Gibbons, Gray (D), Gray (M), Harris, Houston, Jaszczak, Keshtkaran, Kirkland, Laule, Lewis, Lively, Loh, Manning, Ortega, Peganoff, Pinkney-Butts, Ponder, Ross, Schipper, Shaffer, Shariff, Sims, Singh, Stocking, Sutula, Temming, Togher, Uhas, Vukmanic, Wiehe, Wilson, Winn, Young, Zeller

Mayor Welo called the meeting to order at 9:45 a.m. The secretary called the roll and reported that five (5) committee members were present.

RFP Procurement – Engineering Services for the Rehabilitation of the Cuyahoga Viaduct (Phase 1)

Jim Stock, signal engineer in Engineering and Louis Catalusci, contract administrator, gave the presentation. The boundary for this project incorporates the bridge, which begins just east of the W. 25th Street Station, crosses over the Cuyahoga River and leads into Tower City. The Cuyahoga Viaduct was constructed by the Cleveland Union Terminal from 1926-1930, making it 90+ years old. It's RTA's longest and tallest bridge at 3,395 ft. long and 94.5 ft. above the river and has 31 spans. One of them is a deck truss to the east. The through truss is over the river. The rest is multi-girder spans. It's a critical asset that links the east and west rail line utilizing the Red Line. It was rehabilitated 20 years ago between 1999 and 2000. The project evaluation of the bridge in 2018 identified specific items for repair or rehabilitation. This project will address all of the critical items.

The focus of the project is centered on specific critical areas which are span 1,2,3,4 and 5. The scope of services include an in-depth inspection of structural steel in spans 1-5. There will be a one weekend shutdown to complete this. They will complete fracture critical member inspections in spans 3 and 4 and Pier 31, which is a steel fracture critical pier. They will develop construction plans, specifications and an engineer's estimate to improve the deck drainage in spans 1-5, remove loose concrete from the underside of the deck in spans 1-5 and 30 over Robert Lockwood, Jr. Drive, clean bearing seats and structural steel elements where debris collects, repair structural steel elements in Spans 1-5, paint critical structural steel areas and explore coating systems that minimize surface prep and eliminate or minimize containment requirements over tracks. They will reset (if needed), lubricate, clean and paint bearings in Span 3, repair sidewalk and sheet piling at Pier 5 and provide bidding and construction services. Construction is planned to go until 2021.

This RFP was issued January 21, 2019. It was accessed on the GCRTA web site by forty-four (44) interested parties. Four (4) firms proposed. Three (3) firms were interviewed. The evaluation panel consisted of various RTA staff using evaluation criteria. The recommended vendor is Michael Baker International, Inc., Cleveland, Ohio. A 9% DBE Goal will be met by utilizing 2LMN, Inc., Denise's Flagging & Construction and American Roadway Logistics. Michael Baker International, Inc. has successfully completed projects for ODOT, GCRTA, DART, and LA Metro, among others. They have a history of performing on rail transportation projects and have knowledge and familiarity with bridge projects. Staff requests that the Operational Planning & Infrastructure Committee recommend award

to Michael Baker International, Inc. for Engineering Services for the Rehabilitation of the Cuyahoga Viaduct (Phase 1). The base contract is not to exceed \$446,226.00.

It was moved by Mr. Joyce, seconded by Ms. Moss and approved to move the full board.

RFP Procurement – E. 79th Street Station

Brian Temming, architect in Engineering, and Jonathan Laule, contract administrator, gave the presentation. The E. 79th Street Station project purpose is to bring it into ADA compliance. It's the last key station to be brought into compliance. The FTA deadline is July 26, 2020. They have met with the Community Advisory Committee (CAC), the City of Cleveland's East Regional Design Review Advisory Committee and City Planning Commission and Orlando Bakery, who is the major stakeholder in this area. The proposed Opportunity Corridor splits between the Red Line station to the north and the Blue Line/Green Line Station to the south. A bridge near the location was recently constructed by the City of Cleveland and ODOT, which opened in the fall of 2017.

The scope of work includes construction of new ADA compliant access to the E. 79th Street Station's platform, replacement of existing platforms with new Fiberglass Reinforced Plastic (FRP) platforms, upgraded security and lighting and replacement of existing track. The concept plan is at 60%. The walkway will be constructed off the existing crosswalk. It will serve as an entrance to the station and a waiting environment for bus drop off and pick up. It will be covered. There will be a series of ramps leading down the hillside. There will be several landings or pause points. There will be covered areas going down. At the bottom, there will be a crossing plaza to the platform. A cut through stair off the first pause point, will reduce about 150 ft off the ramp travel path. The station will connect to the Orlando Bakery. About 60 to 80 of their employees use the station. One of the key features is crossing the tracks to get to the platform. It will be protected with a railroad crossing gate similar to E. 34th Street Station. The gate will be on the hillside. A series of protected swing gates will be between the platforms with the flashing lights. It will be a FRP ramp system on structural steel framing.

Once you cross the tracks there will be a ramp taking you up to platform level. There will be a 3-car platform. The ramp structure and the beginning portion of the platform will be covered with canopies. Stone veneers were added to the entrance plaza columns to play off of Orlando Bakery. The site lines are clean and clear for safety reasons. All stations use Crime Prevention Through Environmental Design (CPTED). They will add 23 cameras and seven call boxes, which will be tied through the Red Line fiber directly to the ICC office and the Transit Police dispatch. The call boxes will be at each of the waiting areas and two on the platform. An additional feature that is also at the E. 116th Street Station is indicator lights at the entrance plaza and the crossing plaza that lets you know when a train is five minutes out. That way you can wait at the entrance if you don't feel comfortable at the platform level. Proposed materials are consistent with a lot of the stations. They include stone veneer at the entrance. They are working with the City of Cleveland to get an artist to design the railings. They will be at the entrance and at the pause points. The proposed site seating are similar to other stations. There is no seating at the crossing plaza. That way customers won't wait there and risk the gate coming down before they cross to the platform.

They will use a low ground cover for the landscaping. It will sloop stabilization mixes and ornamental trees along the property line. All projects have a sustainability portion. For this, they will use SITES, which was used for the Tri-C Campus district. It's administered by the Green Building Certification Institute, which administers LEED. But this is more site specific and less focused on buildings. They are certified for Tri-C. The project schedule includes the environmental clearance completed by September 2019, construction bid documents by Nov. 2019, construction Notice to Proceed by March 2020 with construction complete by August 2021. The station will be closed during construction. A survey will be sent out to the stakeholders to find out when riders use the station and when the shift

changes at Orlando to see how bus service can be mitigated. The light rail is close and the #2 bus runs each direction on E. 79th Street. The project construction phase estimate is \$10.0 million: \$8.0 million for construction, \$0.5 million for force account for shutdowns, \$0.3 million for 3rd party services for special inspections required by the City of Cleveland and \$1.2 million for contingency (10% for bidding purposes and 10% for unknowns during construction). The project is being designed in-house with RTA staff. Consultant support is needed through some small tasks for the surveying, subsurface investigation for geo tech reports, estimating and scheduling to minimize shutdown times, landscaping and site sustainability. There has been one RFP for Safety and Security Certification, which is a 3rd party requirement for all stations and a RFP for a signal system design. RTA doesn't have a signal engineer on staff. The signal engineer will design the crossing gate and integrate it into the existing signal and construction support for reviewing submittals and to have an engineer on site for testing. As part of the rehabilitation of the platform, three catenary polls will be replaced. On one of the polls is a junction box, which feeds one of the impedance bonds.

The RFP was issued February 4, 2019. It was accessed on the GCRTA web site by thirteen (13) interested parties, including potential sub-consultants. Three (3) firms proposed and three (3) firms were interviewed. The evaluation panel consisted of RTA employees using evaluation criteria. The recommended vendor is Mott MacDonald, LLC, of Cleveland, Ohio. The 7% DBE Goal will be met by utilizing Raul V. Bravo + Associates, Inc. and Denise's Flagging and Construction Services, Inc. Mott MacDonald, LLC has successfully completed projects for GCRTA, WMATA, CTA, Port Authority of Allegheny County, among others. They were established in 1902 and supported by approximately 2,300 employees in North America and over 16,000 employees worldwide. They have experienced/qualified staff with strong technical expertise in rail transit signaling. Staff requests that the Operational Planning & Infrastructure Committee recommend to the Board of Trustees award to Mott MacDonald, LLC for the Signal Engineering Services for the E. 79th Street Station. The base contract is not to exceed \$194,118.00.

Mr. Joyce asked if the fiber plastic has been used before. Brian said the smaller piece he passed around is used at the E. 116th Street Station. The other piece hasn't been used yet, but is used in Chicago. It's a Dayton company. They do fiberglass bridges with this material. The advantage is its lighter so the plan is to speed up construction and minimize the shutdown. Typical precast concrete is 150 lbs. a sq. foot for the platform. This is 12 lbs. a sq. foot. For a 4 ft. section of precast, they can set a 20 ft. section with this material. It's held up well in Chicago. It has a 20 year warrantee. Chief McCall likes the Orlando Bakery entrance and the fact that the Board decided to keep this station open. She is concerned about the length of the walkway. Brian said initially it was a little shorter, but it was extended after the CAC requested less of a steep sloop. This walkway is shorter than the E. 34th Street Station, but similar to E. 116th Street elevation change. She asked for a plan to refresh/clean the stations. Dr. Caver said the refreshing plan will be discussed in the capital budget presentation.

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

Cleveland Museum of Natural History Sponsored Free Service

Rajan Gautam, deputy general manager of Finance & Administration, gave the presentation. This free service day sponsored by the Cleveland Museum of Natural History will be in conjunction with Sustainable Cleveland 2019 and the Cuyahoga50 Initiative to mark the 50th anniversary of the infamous Cuyahoga River fire. This is the same program used when the Cleveland Foundation sponsored a free ride day for their 100th anniversary.

This is an opportunity to celebrate clean water and Cleveland's on-going transformation to a "Green City on a Blue Lake." The Cleveland Museum of Natural History is acting as fiscal agent and wish to sponsor a Free Fare Day on Saturday, June 22, 2019. This grant will be for \$75,000. The amount of

the grant was based on GCRTA data using average ridership and revenue projections for weekends in June. Staff requests that the Operational Planning & Infrastructure Committee recommend to the Board of Trustees the approval to accept the \$75,000 grant. Mr. Bibb asked if this could be a model for other sponsorship/grant opportunities. Chief McCall added that RTA has been a partner with the City of Cleveland's 10 year sustainable plan. There will be a lot of activities this weekend. Matt Gray with the City of Cleveland, Office of Sustainability is present. He added that they are excited to tell the story and for all the events that will take place. They expect national coverage. There will be a home Indians game that day and the Gold Cup.

It was moved by Ms. Moss, seconded by Mr. Joyce and approved to move to the full Board.

Capital Improvement Program

Carolyn Young, manager of budgets in the Office of Management & Budget and Mike Schipper, deputy general manager of Engineering & Project Management, made the presentation. This presentation is on the 2020-2024 proposed CIP plan. A public hearing will follow the presentation. The capital planning session began in August 2018 with a departments submitting capital request in September 2018 through January 2019. Projects were reviewed and prioritized by the Capital Program Working Group (CPWG) from February 2019 through March 2019. In April, projects were finalized by the Capital Program Oversight Committee based on CPWG recommendation, strategic plan and funding availability. If the Board approves the budget, it will be submitted to NOACA in June for their approval.

Competing projects are ranked using the following criteria: Health and Safety, Government Mandates, State of Good Repair, Ridership/Transit Oriented Development, Operating Budget Impact and Environmental Impact. The goal of CPWG and CPOC are to prioritize capital projects based on the listed criteria, strategic plan and funding availability. The capital plan was developed using revenue neutral assumptions. Some of the major funding sources to support the capital program are the federal formula and discretionary funds, which include Urban Formula funds, State of Good Repair grants, bus and bus facility grants, CMAQ funds and Federal Highway Administration grants. General and local funds are transferred from the sales and use tax. A minimum of 10% of local dollars are used to support the capital program. State funds have been awarded in prior years from the Urban Transit program and the Ohio Transit Preservation Partnership program.

The proposed 2020 CIP is \$101.3 million. The projects are budgeted in eight major categories. The Rail Car Replacement program is identified separately from Rail Projects to highlight the funding needs of rail cars. Budgeted for 2020 is \$21.3 million for Bus Improvement program, \$1.5 M for Equipment and Vehicles (non-revenue) Technology and Communication upgrades, \$14.8 M for Facility Improvement, which is for bridge reconstruction and State of Good Repair projects, \$2.5 M for Other projects, which includes the planning studies, \$20 M for Preventive Maintenance and Operating Reimbursements, \$33 M for Rail projects, which consist of track station and signal reconstruction, \$8 M for rail cars and \$300K for transit centers, which includes ADA enhancements. The five year proposed CIP totals \$590 M of which \$125 M has been identified for rail car replacement. For the 2020 budget they anticipate the funding sources to include 54.5% of federal dollars estimated at \$55.2 M, 14.2% of state funds estimated at \$14.4 M, 21.4% of local and local match dollars, which is estimated at \$21.6 M and 9.9% TBD funds at \$10.1 M. If revenues are higher than anticipated, funds will be used to address unfunded projects.

For the five year proposed CIP, 46.2% of the funding will come from federal grants, 12.2% from state funds, 17.7% from local and local match funds and 23.9% TBD. The comprehensive Rail Car Study was completed earlier this year. The Authority will replace both rail fleets. The first priority is the heavy rail vehicles due to the remaining life of the vehicles. The total cost to replace the rail cars and the infrastructure upgrade total \$240 M. As of 2019, they have identified \$24 M in rolling stock in

addition to \$125 M identified in the CIP and \$5 M is planned for each year in the out year budget to support the purchase of rail cars.

Mike Schipper will give detail of what will come before the Board as the plan is implemented in late 2019-2020. They have been able to integrate the strategy for the rail car replacement and some conservative assumptions on the additional funding from the State of Ohio, on how the programs have been receiving money may grow, adding money to the bus rehabilitation and track programs, particularly on the light rail. The Farnsleigh Station reconstruction event is May 30. E. 116th Street Station access points are completed. The fence and public art was put up last week. It is 99% complete, but 100% usable. This is Infrastructure Week. Continuing into next year is the Tower City East Portal design/repairs and the Cuyahoga Viaduct Phase 1, with construction into 2021. Construction for Tower City Tracks 10 and 13 replacement was approved this year. Service will be moved to Tracks 7 and 8. They have notice to proceed. They are ordering materials. Some have 40 and 50 week lead times. The construction will start later in the year. Puritas Substation is underway. Warrensville Substation, Fiber Optic and Triskett CNG Storage Facility contracts will come before the end of the year.

Garage projects include the Triskett CNG building upgrades, which will be bid early next year. Rail design is planned for the W. 117th Substation. Rail project construction is planned for East 79th Street Station ADA, Light Rail Track Rehabilitation, East 79th to B/W East 79th to Shaker Square Wayside Signaling, Overhead Catenary Repairs, Light Rail Retaining Walls – Phase 2 and Rail Grinding program, which will allow them to improve the wheel rail interface along the Red Line. There has been a lot of rail wheel wear. This was the largest of the categories in the earlier review. Facility improvements include construction on the Tower City East Portal concrete repairs and W. 117th Track Bridge construction, which is bidding next year. The Bus Improvement program is maintaining within the five year program a \$20 M a year level of bus replacement to replace 1/13th of the fleet each year as funding is received. Last year, funding was approved for 9-45 ft. over the road coaches for late 2019 delivery. They will replace the oldest vehicles in the fleet, which are 18 years old. The Board just approved an option for 25-40 ft. vehicles, which will be delivered next summer.

CMAQ grants have been accumulating. The first of the grants that's eligible for the HealthLine has been moved up three months, so the RFP will be put out by the end of the year or early next year. The Board will be asked to approve a contract to replace all of the HealthLine vehicles with an initial purchase of eight, with option years for two sets of eight. The funding is in place over a multi-year program. This will allow the lives of the vehicles to be stretched out. All of the vehicles were delivered at the same time when the HL opened in 2008. The replacement will be with CNG vehicles. They will still have five doors, stylized and will represent the brand.

Unfunded needs total \$445 M. Major strides were made in the Rail Vehicles line item. The last few years showed it as a \$300 M unfunded project. By doing the study, it has been resized at \$240 M. - \$48 M has been identified, \$24 M due to the Board putting money into a reserve fund. They have identified \$24 M in the formula program over the next five years that can go toward the rail cars totaling \$48 M, which will replace 16 vehicles. This will allow RTA to position itself to hire the team to do the specs and provide technical expertise. There is a lot of rail facility infrastructure needs beyond what is in the plan. There are grants for the bus improvement. The plan is to do \$20 M a year. This year almost \$20 M in grants have been secured. There are a lot of facility and technology needs. Fare box work and bridge projects are not funded. By having unfunded projects in the CIP and the TIP, makes competitive grants stronger. It works great when working with the advocacy group.

The base of the program comes from three federal grants that provide \$45 M a year. ODOT has been a great advocate. Their work with RTA on the rail oversight has been used to advance rail system needs. Last year, \$10 M was received from ODOT. That could grow to \$15 M. They are looking at grants at the federal, state and local levels at multiple agencies. They have obtained \$600K from

NOACA for paratransit vehicles. With the match, that will be 10 vehicles a year, which sustains this program. The OEPA Volkswagen money and ODOT UTP money will be used for buses. The ODOT OTPPP grant has helped get the Red Line West Track rehabilitation finished. This program can also be used for the Light Rail. A TOD planning grant was received last year for the W. 25th Street Corridor. They are currently looking at the CMAQ program through NOACA and ODOT. It comes out every other year. This is a non-year. They fund for two years. They expect \$20 M. They are looking at the OTPPP growing to \$12 M. FTA suggested the BUILD grant for rail needs. It's highly competitive. Tower City was ranked high in this grant, but couldn't wait for funding. A grant is in with NOACA for surface transportation funds. It won't be decided until 2021. It would be \$2.4 M over 10 years split between the heavy rail and light rail. Bus and bus facility grants at \$3 M for competitive outside the formula programs.

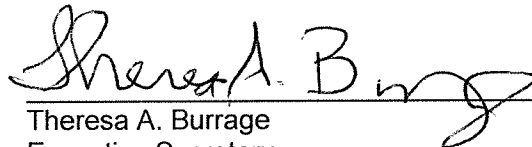
Mayor Welo suspended the meeting at 10:40 a.m. to hold the public hearing on the CIP. The meeting was reconvened at 10:49 a.m.

Mayor Clough added that the Board reviewed the program ahead of time. There is some ability to leverage federal grants and other funds to move forward on some of these projects. It's good to have projects shovel ready to move projects forward once funds become available. Mayor Welo thanked the Board for meeting with the staff to review the CIP. Mayor Welo asked for a motion to move this to the full Board. It was moved by Ms. Moss, seconded by Rev. Lucas to move this to the full Board.

Mayor Welo adjourned the meeting at 10:51 a.m.



Floun'say R. Caver, Ph.D., Interim CEO
General Manager/Secretary/Treasurer



Theresa A. Burrage
Executive Secretary