

Minutes

RTA Operational Planning & Infrastructure Committee

9:45 a.m. June 4, 2019

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

Other Board members: Bibb, Clough, McCall

Not present: None

Also Present: Astolfi, Benford, Bitto, Bober, Burney, Catalusci, Caver, Cottrell, Cranford, Dangelo, Davis (C), Davis (J), Dietrich, Farmeric, Feke, Fields, Garofoli, Gautam, Gay, Gibbons, Jaszczak, Jones, Keshtkaran, Kirkland, Laule, Lewis, Lively, Lyons-Statler, Macver, McGervey, Opett, Penning, Ponder, Rosenberger, Schipper, Schultz, Scott, Smith, Statler, Stocking, Sutula, Suty, Tarka, Tarter, Togher, Vukmanic, Washington, Weil, Wilson, Zeller

Mayor Welo called the meeting to order at 9:45 a.m. The secretary called the roll and reported that six (6) committee members present.

RFP Procurement for Mobile Data Services

Mike Lively, intelligent transportation systems manager and Ashley Bober, contract administrator, made the presentation. They have come to the board since last September with multiple resolutions and this is the last one. This project has been two years in planning and development. The pilot is 45 days away, which includes installing all the new equipment on 10 fixed route vehicles, two rail vehicles and five paratransit vehicles. That will run for 30 days. Then the fixed route fleet installation will begin. The project execution is August 2020. They believe they will be ahead of schedule.

They have purchased and will install multiple components on the vehicle, like the computer. It will process the information of where the vehicle is located and provides this information to the public and allows staff to visually and verbally communicate with operators and track performance. They have the MDT, which is the screen that is in front of the operator with their on-time information and turn by turn navigation. The mobile router, which will utilize the cellular service being proposed today to operate the equipment on the vehicle, the new mobile radio that will use the MARCS network and vehicle intelligence, which is new to transit, but is a sophisticated software that manages every component on the vehicle in real time. It will also notify staff before something happens on the vehicle like the engine getting hot, etc. In order to make the equipment work, it needs a cellular network. The current radio system provides both voice and data, but with the age of the system, a cell network is needed with the transition to MARCS for the radio component. The cellular network will provide the function of the CAD/AVL software to visually see and communicate with the operators, the passenger Wi-Fi and future capabilities (Example: fare system, etc.) for trains, buses and paratransit.

This RFP was issued March 4, 2019. Twelve interested parties accessed it on the website and three firms proposed. All three were interviewed. Evaluation panel members were comprised of various RTA departments using evaluation criteria. The recommended firm is AT&T Mobility National Accounts LLC. They have a local office in Cleveland, Ohio. The DBE goal was zero percent due to the lack of certified DBE firms. They have 156 million wireless subscribers in the U.S. and Mexico and they provide wireless data in more than 200 countries. They have coverage in more than 99.9% of the U.S. population, including the top 100 markets. AT&T has 4GLTE coverage to more than 400 million people in North America. They have the fastest mobile broadband network in the U.S. RTA

will have the ability to utilize FirstNet, which is the country's first nationwide public safety communications platform. Lastly, they have a local and experienced project team.

Other clients include the City of Cleveland, Cuyahoga County and RTA currently has a telecommunications contract with them. The benefits of selecting AT&T is their connection to FirstNet, which is the nation's public safety communications platform, which allows preemption in the event of a major event or emergency. RTA will have priority communication over the general public. MARCS has also opted into FirstNet. MARCS is Ohio's public safety and service radio network. Other benefits include efficient management of data plans and a robust online customer portal. There will be two cellular plans per vehicle. The first plan is an unlimited data plan for operations, which will allow FirstNet for first responders and rail time vehicle location canned messages, real time vehicle diagnostics and turn by turn navigation. The second plan is unlimited data for passenger Wi-Fi, which will allow for a dedicated, complementary cellular plan for buses and trains. The annual expense is \$409,519.68. The unlimited FirstNet plan for operation is \$32.99 per vehicle. The second is \$30.99 per vehicle.

Staff requests that the Operational Planning & Infrastructure Committee recommend to the Board of Trustees the award of a contract to AT&T Mobility National Accounts, LLC to provide Mobile Data Services in an amount not to exceed \$2,047,583.40 for the base five years, and \$409,516.68 for each option year, for a total contract amount not to exceed \$2,866,616.76.

Mr. Serrano asked if the per vehicle cost is per hour, per day and per week. Mike said that is the monthly expense per vehicle. Rev. Lucas congratulated the work of the committee. This will pull everything together with the operations and dispatchers. Mayor Welo gave kudos to the MARCS system. They had a bomb threat where they had to work with other agencies. RTA has the best bomb canine team, but they were not on the MARCS system. Chief McCall said the WiFi for customers is helpful. She ask that RTA not lock themselves into the 4G technology with the 5G on the horizon. The City of Cleveland is a part of MARCS, but they have a separate Motorola two-way radio system. They had to be P25 qualified. She asked if there is a back-up plan if something happened to the MARCS system. Mike said the current radio system will be operable as long as it can be maintained. The MARCS system has four redundancies with multiple failure points. FirstNet is on a separate network and allows for service above the general public.

Dr. Caver added that the technology will be a gateway to the future. RTA will be able to do things that smart cities do like allowing buses to speak to traffic signals. The buses and stations will allow people to connect to WiFi. There will be wayfinding abilities. Telematics will allow the vehicle to provide information about breakdowns. Mr. Bibb asked if RTA has the right tech talent to maximize this investment long term. Dr. Caver said the ITS group has capable professionals. They are looking at a business intelligence unit. Chief McCall asked about the ITS interaction with IT. Dr. Caver said the ITS group manages the operation centric systems, which are needed 24 hours a day like maintenance and material, TransitMaster vehicle location system and HASTUS operating scheduling system. The IT department manages the enterprise system with the financials, servers and hardware. Both groups work together. He is working with Pete Anderson on a technology roadmap to ensure the investments don't become outdated. Dr. Caver added that they are applying for a program that will allow staff to view the inside of the vehicles from a remote area. This contract will provide ranger technology that will allow better integration of all the paratransit contractors and the in-house service for turn by turn technology, and improved trip management.

It was moved by Mr. Serrano, seconded by Ms. Moss and approved by unanimous vote.

RFP Procurement for On-Call Signal Engineering Services

Kathleen McGervey, resident engineer/architect and Jonathan Laule, contract administrator, made the presentation. The purpose of this project is to provide signal engineering design and technical support for projects exceeding the capacity of RTA staff or expertise. The work will be done by task order assignment. The task total will not exceed \$450,000. Examples of types of work would be crossing warning systems, signal systems, traffic control systems, regulatory compliance for signals and training and specification development. They have a few anticipated task, which include the Windermere Test Loop design, Warrensville Indicator design and issues that arise throughout the years.

This RFP was issued March 11, 2019. Fifteen parties reviewed the solicitation. Three proposed and were interviewed. The evaluation panel members were from various RTA departments using selection criteria from the Brooks Act. The recommended vendor is Mott McDonald LLC of Cleveland, Ohio with a DBE goal of 5% utilizing Raul V. Bravo + Associates, Inc., Denise's Flagging and Construction Services, Inc., GeoTrans and Clifton, Weiss & Associates, Inc. They have completed projects for RTA, CTA, WMATA and others. They were established in 1902 and have 2,300 employees in North America and over 16,000 worldwide. They have an 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 On-Call Signal Engineering Services – 2019. The base contract is for a period of 24 months not to exceed \$450,000. Mayor Clough asked how much is usually spent per year. Kathleen said a few thousand dollars. There was a bobbing track circuit issue at the yard, programming issue at Brookpark and an issue at Tower City totaling \$240,000. It's treated as a true on-call, as needed service and is negotiated and evaluated each time.

It was moved by Mr. Joyce and seconded by Mr. Serrano and approved by unanimous vote.

RFP Procurement On-Call Construction Inspection Services

Kathleen McGervey, resident engineer/architect and Jonathan Laule contract administrator, made the presentation. The purpose of this contract is for supplemental construction and inspection for projects that exceed the capacity or expertise of RTA. The work will be by task order and not to exceed \$450,000 over two years. This can serve either bus or rail. Anticipated projects include E. 79th Street Station reconstruction, Tower City tracks 10 and 13, multiple bridge projects, multiple signal projects and work with external agencies and ODOT.

This RFP was issued March 11, 2019. Forty-three parties reviewed the project and three proposed and were interviewed. The evaluation panel members were comprised of various RTA departments using evaluation criteria through the Brooks Act, which relate to the experience of the project manager and the experience of the overall staff and experience of the past performance of the firm selected and their project approach, location of the majority of the work and DBE participation. The recommended vendor is Quality Control Inspection, Inc. of Bedford, Ohio. The DBE goal is 10% and will be met by utilizing Construction Support Solutions, LLC. QCI has successfully completed projects for GCRTA, the Ohio Turnpike Commission, ODOT, and the Cleveland-Cuyahoga Port Authority, among others. They were established in 1986 and they have experienced/qualified staff. Staff requests that the Operational Planning & Infrastructure Committee recommend award to Quality Control Inspection, Inc. for On-Call Inspection Services 2019. The contract is not to exceed \$450,000.00 for 24 months.

Mr. Serrano asked for an explanation of the Brooks Act. Melinda explained that FTA dictates how construction/architectural engineering design projects are procured under their established process.

All transit agencies evaluate them the same way. The criteria is laid out and doesn't defer. For non-Brooks Act procurement such as services, cost and other aspects are evaluated. The criteria can be changed based on what the stakeholders deem important. Dr. Caver added that the procurement process will be reviewed at the Board's retreat this fall.

It was moved by Mr. Serrano, seconded by Rev. Lucas and approved by unanimous vote.

Mayor Welo adjourned the meeting at 10:20 a.m.



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



Theresa A. Burrage
Executive Secretary