

Minutes

RTA Operational Planning & Infrastructure Committee

9:05 a.m. January 7, 2020

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

Other Board members: Clough

Not present: Bibb, McCall, Welo

Also Present: Agnew, Anderson, Astolfi, Bell, Benford, Bennett, Beveridge, Birdsong, Bitto, Brooks-Williams, Burney, Carter, Catalusci, Caver, Cottrell, Dangelo, Davidson, Davis, Dietrich, Draper, Fields, Garofoli, Gautam, Gibbons, Harris, Jaszczak, Laule, Lewis, Loh, Metcalf, Montgomery, Moore, Penning, Pickett, Piggery, Ross, Schipper, Scott, Stocking, Sutula, Tarka, Temming, Togher, Uhas, Wiehe, Winn, Woodford, Young, Zeller

Rev. Lucas called the meeting to order at 9:05 a.m. The secretary called the roll and reported that six (6) committee members were present.

IFB Procurement: Fiber Optic Communications System Improvements

Robert Piggery, engineering project manager and Lou Catalusci, contract administrator, made the presentation. The fiber optic network consist of several generations of legacy equipment and cable. It provides communication transport service to several RTA departments (Operations, IT, Transit Police, Asset Configuration). It provides mission critical services for Safety, Security, CTDS and SCADA systems. The fiber installed currently was put in 1992 and is at the end of its service life. Many of the components have been discontinued and all the manufacturers are no longer supporting the equipment. Additionally, the overhead fiber optic cable is severely deteriorated. There are many dark fibers and they can't use it because there is dis-continuity between the cables. The new system will have a new 10 GB backbone fiber optic network. The existing 18 strand cable will be replaced with 96 strands of cable, which will reduce the Authority's reliance on leased lines. The new system will be Ethernet based, which is a more modern technology. It will provide communication transport services from Windermere to the Airport.

The IFB was issued Nov. 4, 2019. It was accessed on the RTA website by forty-five parties, which included contractors and subcontractors. Two firms submitted proposals. The lowest, responsive, responsible bid was received by Lake Erie Technologies, Inc. They have successfully completed projects for Bowling Green State University, The Hard Rock Casino, The Cleveland Browns, among many others. Lake Erie Technologies, Inc. is located in Bowling Green, Ohio. Staff requests that the Operational Planning & Infrastructure Committee recommend award to Lake Erie Technologies, Inc. for the Fiber Optic Communications System Improvements. The contract will be in an amount not to exceed \$5,795,000.00.

Mr. Serrano was not comfortable with just one bid for the amount of the contract, which was over the engineer's estimate. Ms. Moss asked what the consequences would be to rebid and what went wrong with the bidder that withdrew. Mr. Catalusci said that under the ORC, a bid can be withdrawn within 48 hours for a math error and for missing a substantial portion of the work in their bid. Ms. Birdsong asked Melinda Dangelo to explain the process. Melinda said the IFB is posted on the website, advertised in local newspapers and communicated to parties that show interest. They hold a pre-bid conference. That gives interested parties the opportunity to ask questions of staff to see if they can

do the work. The number of downloads can be accessed by anyone. The specs are in the download. The work is very specialized and complicated. It requires critical networking knowledge.

Even though there were 45 downloads, maybe 20 thought they could do the work after reading the spec. Sometimes there can be site visits from interested contractors. Contractors may continue to drop off after meeting with staff. A Q and A is posted for all interested persons. A responsive bid means they have provided a timely response, signed their bid form and met the requirements of the bid. Staff then request pre-award data (DBE, bonding, etc.) Staff reached out to Zenith even though their bid was considerably low, to see if they still wanted to be considered. They confirmed that they made a mistake in their bid and requested to withdraw. There was one responsive bidder to consider. Staff did a financial review and the DBE requirement was met.

Ms. Birdsong asked how many bidders could do the work and how long the solicitation was posted. Melinda said it was posted for 45 days. It is normally posted for 30 days. It was extended because many contractors submitted questions after the pre-bid meeting. There were few contractors qualified to do the work. RTA research Lake Erie Technologies and believes they can do the work. Mr. Schipper said this is not the first time the Board was requested to vote on a project over the engineer's estimate. RTA can award contracts up to 10% over the estimate. The estimates are published. It was obvious that the bidder made a major mistake since their bid was so far below the engineer's estimate. This work requires fiber to be strung for 17 miles on the rail right away. In addition to the technical work, the installation is along the entire Red Line, which is very complicated. This project is late in getting designed and bid. The funding has been available for a few years. It needs to be implemented. RTA's fiber is at risk.

Ms. Birdsong asked what would happen if the procurement is delayed, would the current bid be eliminated if reposted, could it result in no bidders being submitted and what the timeline is on the funding. Mike said a rebid is a four month delay. The pricing has been exposed so it would be an unfair competitive situation. The funding is in place. Even though it's over the engineer's estimate, it is under budget. Melinda said it can be canceled and rebid for any reason. She questioned how much faith she would have in Zenith's bid knowing they underbid so severely. Mr. Serrano and Ms. Moss felt comfortable moving forward after the staff explanation.

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

IFP Procurement: E. 79th Street Red Line Station Reconstruction

Brian Temming, engineering architect and Jonathan Laule, contract administrator made the presentation. The purpose of this project is to bring the E. 79th Street Red Line Station into ADA compliance. The station is the last key station on the Red Line that is not ADA compliant. FTA's deadline is July 26, 2020. RTA made a commitment to either close the station or be under construction by the deadline. The design was produced in house by RTA staff. There were a few subs for signal engineering brought to the Board six months ago and a few on-calls for Geotech surveying and structural engineering. The Opportunity Corridor is south of the station. The major stakeholder is Orlando Bakery to the south. The existing station is below the newly constructed ODOT Bridge completed in 2017. The staircase was constructed to provide temporary access to the station during the ODOT construction. This station has the last remaining wood platform and was constructed in the 1950's.

The scope of work is to construct a 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 replace existing track through the platform. There will be covered canopies at each pause point on the ramps. There will be an entrance for Orlando Bakery employees. There

will be a pedestrian track crossing gate. It will be similar to the gate at the E. 34th Street Station crossing gate. Once across the tracks, there will be a ramp up to the platform. The platform will have a three-car length. There will be canopy coverage for 1/3 or one-car length of the platform. The ramps will have a 1/14 sloop for construction tolerance, which was preferred by the ADA community. There will be a shortcut stairwell from the first pause point to bypass the full length of the ramp. The entrance will include Orlando Bakery stone veneer elements to compliment the neighborhood.

The design incorporates the Crime Prevention Through Environmental Design (CPTED) with the clean site lines, well defined path with 23 cameras and 7 call boxes. The proposed material include cast-in-place concrete, stone veneer, tube steel framing, kalwall canopies, thermoplastic railings, LED Lighting, Fiber Reinforced Plastic (FRP) walkways & platform. The FRP platform is new. It is lighter than the precast. It should speed up construction. The colors, furnishing and bike racks will be similar to other stations. No seating will be at the crossing plaza to avoid riders waiting on the hillside. There will be lights to signal riders of the approaching train. The landscaping will have low ground cover, native planting, low maintenance made for slop hill stabilization. There will be a range of colors. The station will use the SITES program. The program is administered by the Green Building Certification Institute (GBCI) used at the Tri-C Campus District Station. The project Notice to Proceed is March 1, 2020. The station will be closed during construction due to the FTA directive. Closing the station will reduce the construction time from 18-24 month to 12 months. Substantial completion by February 24, 2021. Final completion by April 25, 2021.

The Invitation for Bid (IFB) was issued November 18, 2019. It was accessed on the GCRTA web site by twenty-nine (29) interested parties which included primes and subcontractors. Four (4) firms submitted a bid. Panzica Construction Company's bid of \$6,399,000.00 was determined to be the lowest responsive bid. This bid is 20.59% below the independent cost estimate of \$8,085,545.42. A 14% DBE goal was assigned to this project. Panzica Construction Company has successfully completed Tri-C Campus District Station, E. 116th St. Luke's Station and Intessa TOD adjacent to the Little Italy Station. They are located in Mayfield Village, Ohio. Staff requests that the Operational Planning & Infrastructure Committee recommend award to Panzica Construction Company for the E. 79th Street Red Line Station Reconstruction. The base contract is not to exceed \$6,399,000.00.

Ms. Moss asked if Orlando Bakery is paying for any portion of the entrance, what is the cost, and what is the ridership from their employees. Brian said that RTA will use portions of their property for the station. RTA will provide the gate and 30 ft. of walkway at a cost of \$5,000 - \$6,000. The added cost is a low percentage, about \$20,000. Their employees make up a 1/3 (30-40 riders) of the ridership. It's believed the improvements will improve ridership. OB was concerned about safety, which will be improved with construction. They have workforce placement programs, which will benefit from the improvements. This station has the lowest ridership on the Red Line. Ms. Moss requested analysis a year after the station is opened to determine if the improvement was a good investment. This can be used for future decisions.

Ms. Birdsong said they will provide the analysis post construction and quarterly after that. Rev. Lucas said the ramp will attract riders. Mr. Joyce asked if the temporary access provided for ODOT will be taken down immediately, if the ramp work is off the tracks and can be done safely and the work hours. Brian said the work will be done during non-rush hour times from 9:30 pm – 2:30 pm, during the evening and not during special events. The temporary staircase will be removed. Single tracking will be limited. There will be four weekend shutdowns. A safety fence will be put up along the tracks. Most of the work is hillside. The contractor has proven to do good work.

Mayor Clough mentioned that this project went forward due to petitions from the stakeholders and to make it ADA compliant. It was moved by Mr. Serrano, seconded by Mr. Joyce to move this to the full board.

Title VI Program

Felicia Brooks-Williams, manager of Equal Employment Opportunity and Joel Freilich, director of Service Management, gave the presentation. They are seeking approval for the submission to the FTA. Title VI is a provision that resulted from the Civil Rights Act of 1964. It states that “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial Assistance...” As a federal grant recipient, RTA must prepare a Title VI update every three years, comply with the FTA Circular 4702.1B, present the Program Update to the Board for approval and submit the plan to the Federal Transit Administration (FTA).

It also fits with RTA’s vision to serve all customers regardless of their protected class (race, color, national origin, religion, disability, gender, age, sexual orientation or veteran status.) RTA is to ensure that the benefits and services are available and equitably distributed, that the level and quality of transit services are sufficient to provide equal access, ensure customer opportunities to participate in transit planning and decision-making processes, ensure the decision on location of transit services and facilities are made consistent with the requirements of Title VI and a complaint system that takes corrective and remedial action when necessary to prevent discriminatory treatment.

The Board, General Manager, CEO, Chief Civil Rights Officer, management and employees are all responsible to ensure RTA customers are treated fairly and in accordance to Title VI. A team of employees from Customer Service, Office of Equal Opportunity, Marketing & Communications, Programming & Planning, Grants and Service Management are responsible to implement the Title VI program. RTA must submit **General Requirements** and **Transit Provider Requirements**. The general requirements include a notice to the public, a complaint process, a Community Advisory Committee, Language Assistance Plan and Public Participation Plan.

RTA is in compliance with all the general requirements. The notice informs customers of their rights under Title VI and where to file a complaint. It is in English and Spanish and is posted on all RTA vehicles, transit facilities and on RTA’s website. It can also be referenced in the program update on page 107. If a person believes they have been discriminated against, they may file a complaint with the Office of Equal Opportunity. The complaint will be investigated and appropriate action taken if necessary. The Community Advisory Committee consists of nine (9) volunteers to increase citizen’s participation in public transit decision making and activities. The Language Assistance Plan identifies reasonable steps for providing language assistance to persons with limited English proficiency. The Public Participation Plan is a procedure for public improvement and participation.

The Transit Provider Requirements include analyzing proposals to increase/decrease total service miles by 10 percent or more, analyze all proposals to change fares, monitor/assess service every three years and to include the assessment results in the next Title VI Program Update to FTA. GCRTA service monitoring/assessment report complies with and follows the organization of FTA Circular 4702.1B. Comparisons are made to ensure that service levels on Minority/Low-Income (“MINLOW”) routes are approximately the same as, or better than, on other (“NONMINLOW”) routes. Before implementing what RTA defines as a major service change, which is defined as a service change that increases or decreases total service miles by 10% or more, it is required that staff analyze the proposal to determine whether it’s equitable to minorities and persons of low income. Before any proposed fare change is brought to the Board for consideration, it must be analyzed for equity purposes. Regardless of a fare change or service change, staff must monitor and assess service every three years to measure equitability. The results must be sent to FTA.

Examples of these requirements include examining vehicle assignment to ensure older vehicles are not being assigned to minority routes and newer vehicles assigned to non-minority routes. They do this by analyzing and averaging eight random dates to determine the equity consideration. Their analysis showed that vehicles assigned to minority routes were newer (9 years old) on average than other routes (13 years old). Another example is to analyze the frequency of service or vehicle headway, which is the number of minutes after a bus leaves before the next bus arrives. They do an average headway for the minority routes and other routes to determine equitability. During peak times, the minority routes average 28 minutes before the next bus arrived. The other routes average 33 minutes before the next bus arrived.

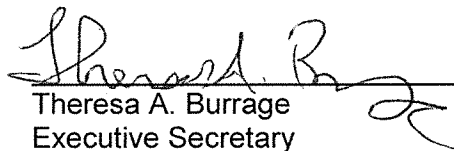
RTA is in compliance with Title VI in all areas considered for analysis. All information presented today is included in the Title VI package previously provided. Staff request the Title VI Program Update be forwarded to the Board of Trustees for approval at the January 21, 2020 meeting. Ms. Birdsong said that FTA's recommendations about Title VI were addressed at the Triennial Review. Rev. Lucas asked if this program should be under another headline. Ms. Moss asked what the FTA recommendations were and what changed in the document. Joel said that more is the same that has changes. FTA recommended RTA make the Title VI notices in Spanish and English and that RTA be more specific on the Service Availability policy. A resolution was passed in 2018 approving the policy change.

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

Rev. Lucas adjourned the meeting at 9:55 a.m.



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



Theresa A. Burrage
Executive Secretary