

Minutes

RTA Operational Planning & Infrastructure Committee

10:57 a.m. August 11, 2020

Committee Members: Joyce (Chair), Byrne, Moss, Pellot, Serrano

Other Board Members: Bibb, Clough, McCall, Weiss

Not present: Lucas (had to leave)

Also Present: Anderson, Barker, Benford, Bitto, Bober, Burney, Caver, Cottrell, Dangelo, Davis, Dietrich, Fields, Freilich, Garofoli, Gautam, Gettings, Joyce, Kirkland, Laule, Lincoln, Manning, Moore, Muti, Pickett, Rascoe, Schipper, Scott, Shaffer, Spriggs, Sutula, Tarka, Temming, Wilson

Mr. Joyce called the meeting to order at 10:57 a.m. The secretary called the roll and reported that four (4) committee members were present. Rev. Lucas had to leave and Ms. Moss was reconnected to the WebEx after the roll call. This meeting was conducted by teleconference for members of the Board in accordance with House Bill 197 of the 133rd General Assembly, signed by the Governor of the State of Ohio on March 27, 2020, the March 9, 2020 order of the Governor of the State of Ohio declaring a public health emergency and the April 30, 2020 order of the Director of the Ohio Department of Public Health prohibiting any gathering of ten (10) or more people. The meeting was live-streamed on RTA's Facebook page (www.facebook.com/rideRTA) for staff and members of the public.

Rail Car Replacement Project

Dr. Caver requested the rail infrastructure update be postponed due to the shortness of time.

Bryan Moore, project manager for the rail car replacement project, gave the presentation. There was a Pillar Study on the Rail Cars that is part of the strategic plan. Currently they are preparing cost estimates. The estimate is in the range of \$300 million. They are in the process of procuring a safety certification consultant to assist with the project. They are developing specs for the rail car RFP and plan to advertise it this fall. The rail car builder will be selected in the first quarter of 2021. They are conducting bi-weekly project team meetings to ascertain the task needed to implement the rail cars.

LTK Engineering Services was hired in 2017 to perform an evaluation of the existing fleet of rail cars. As part of that evaluation they conducted interviews with maintenance & engineering staff, reviewed maintenance logs, performed physical inspection of 16 cars (8 HRV & 8 LRV), financial analysis of operational costs and performed inspections. In 2018, they issued their findings which was the HRV Fleet would need to be retired in approx. 5 yrs. and the LRV fleet in approx. 10 yrs. LTK Engineering Services Inc. was issued a NTP for the engineering program management consultant contract on 3-2-20. They presented a Fleet Procurement Plan that evaluated two scenarios. The first scenario was purchasing two different cars (HRV & LRV) and the other would be purchasing one car to service the entire system (high and low platforms).

The evaluation of the two fleets would require married pairs, one forward facing, one rear facing and would require extensive shop modifications, which was estimated at \$50 million. A single car HRV fleet would be a unique double-ended car. RTA would be the only system with a pantograph, which would increase the cost. An LRV style fleet would be required and it would be low floor. That would require an additional \$9 million in shop upgrades. Having two different vehicles to replace the current

fleet would create operational challenges because they would run two to four fleets simultaneously. While obtaining new vehicles, they would be running current vehicles for service. It would increase training requirements and future maintenance cost. The second scenario was a combined fleet solution. This allows for a double-ended car. It is an LRV style vehicle that would service all of the platforms in the system (high and low). It would provide improved operational flexibility and mobility for riders, improved parts inventory, maintenance and training efficiencies, reduced shop modifications and procurement efforts would be reduced. These cars are used in other cities in the country.

The current project cost are estimated at \$300 million. Of that, \$68,200,000 has been awarded and \$49,400,000 has been committed. That leaves \$182,400,000 unfunded.

RFP Procurement – Consultant Services for Safety and Security Certification

Joe Shaffer, director of engineering, and Jonathan Laule, contract administrator, made the presentation. Safety certification is required by the FTA. Safety certification “Incorporate safety and security more fully into transit projects...” by providing “...a consistent process for verifying safety and security requirements...through all phases of project activity.” This project will be for 35 railcars with flexibility for option(s) up to 50. The contract is approximately for a five-year duration while the rail cars are delivered.

The ten phases to safety certification include:

1. Identify Certifiable Elements
2. Develop Safety & Security (S/SC) Design Criteria
3. Develop and Complete Design Criteria Checklist
4. Perform Car Build Specification Conformance
5. Identify Additional S/SC Test Requirements
6. Perform Testing and Validation to Support S/SC Program
7. Manage Integrated Tests for the S/SC Program
8. Manage Open Items in the S/SC Program
9. Verify Operational Readiness
10. Conduct Final Readiness Determination and issue Safety & Security Certification

The Request for Proposal (RFP) was issued June 15, 2020. It was accessed on the GCRTA website by five (5) interested parties. One (1) firm submitted a proposal and was interviewed. The evaluation panel included various RTA departments using evaluation criteria. The project followed the Brooks Act. The most technically qualified vendor is K&J Safety and Security Consulting Services Inc., in Cantonment, Florida. A 22% DBE goal was assigned to this project. K&J Safety and Security Consulting Services, Inc. is a DBE firm and will provided 100% of the DBE requirement.

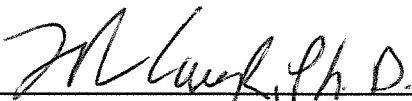
K&J has completed projects for GCRTA, WMATA, LYNX, and SEPTA among others. They have worked with GCRTA with a history of providing quality deliverables, currently on the E. 79th Red Line Station Certification. They are an experienced/qualified staff with extensive knowledge of GCRTA policies and procedures. Staff Requests that the Operational Planning & Infrastructure Committee recommend to the Board of Trustees an award to K&J Safety and Security Consulting Services, Inc. for Consultant Services for Safety and Security Certification – New Railcar Fleet. The contract is not to exceed \$398,480.00.

Mayor Clough asked why the other four firms download the project, but didn't bid on it. Jonathan said they were not able to provide the resources for the project. Ms. Dangelo said this is a specialized certification process for rail cars. It must be approved by FTA. It is heavily audited. K&J is the most

qualified and the only one working on these projects. The consultant LTK supports the selection of this firm. When packages are posted, there is a brief description. Agencies will download the RFP to see if they are qualified. They will research it, read it and may determine they are not capable to do it after reviewing the requirements. They may reach out to the CA to share why they did not proposed and the CA may reach out to them to see why they didn't propose. Some downloads are clearing houses looking for information for their own marketing opportunities.

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

The meeting was adjourned at 11:13 a.m.



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



Theresa A. Burrage
Executive Secretary