

Minutes

RTA Operational Planning & Infrastructure Committee

9:14 a.m. February 2, 2021

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

Other Board Members: Bibb, Clough, McCall, Weiss

Not present: None

Also Present: Basso, Benford, Birdsong, Bitto, Bober, Burney, Catalusci, Caver, Coffey, Dangelo, Dimmick, Fields, Freilich, Garofoli, Gautam, Houston, Johnson, Kirkland, Laule, Martin, Miller, Peganoff, Petit, Schipper, Shaffer, Sutula

Mr. Joyce called the meeting to order 9:14 a.m. There were six (6) committee members present. This meeting was conducted by teleconference for members of the Board in accordance with Sub. H.B. 404 of the 133rd General Assembly, passed on November 19, 2020, signed by the Governor of the State of Ohio on November 22, 2020 and the March 9, 2020 order of the Governor of the State of Ohio declaring a public health emergency, this meeting was live-streamed on RTA's Facebook page (www.facebook.com/rideRTA) for staff and members of the public.

IFB Procurement – Light Rail Track Rehabilitation from Buckeye-Woodhill to Shaker Square

Joseph Shaffer, Director of Engineering and Project Development and Jonathan Laule, Contract Administrator-Construction and Engineering Procurement, made the presentation. This is a continuation of a State of Good Repair Program for the rail tracks. Last year, they did the first section from E. 79th to Ambler. This year they will work on Ambler to Shaker Square. That includes Buckeye Woodhill Station and E. 116th Street Station. The Blue and Green Lines will be shut down from August 8, 2021 to October 2, 2021 so the tracks can be replaced. Replacement bus service (67R) will be provided to serve the Blue and Green Lines during the outage. The engineer's estimate is \$9,948,950.00. The lowest bidder was \$7,995,000.

The improvements will include replacement of 6,850 timber crossties, installation of 27,400 linear feet of new 115# rail, installation of 20 new insulated joints, undercutting of 13,700 linear feet of track structure, track surfacing of 15,000 linear feet of track structure, replacement of 12 turnouts and paving of the parking lot at Buckeye-Woodhill Station. The crosstie program is to replace at least 6,000 ties a year for State of Good Repair. Turnouts create crossovers so trains can go from one track to another in an event of maintenance or emergencies. Paving is needed at Buckeye-Woodhill because it was used as a staging area during the first project and will be used again for this project.

The Invitation for Bid (IFB) was issued December 21, 2020. It was accessed on the GCRTA website by 21 interested parties including subcontractors. Two (2) firms submitted a bid. The lowest responsive and responsible vendor was RailWorks Track Services, Inc., Chicago, Illinois. A 9% DBE participation goal was assigned to this project and will be achieved with Cook Paving and Garcia Surveying. RailWorks Track Services, Inc. has successfully completed projects for GCRTA, Norfolk Southern, Burlington Northern Santa Fe Railroad, Canadian Pacific, among others. RailWorks Track Services, Inc. is currently working on the Rehabilitation of Tracks 10 and 13 at Tower City Station.

Staff requests that the Operational Planning and Infrastructure Committee recommend award to RailWorks Track Services, Inc. for the Light Rail Track Rehabilitation Buckeye-Woodhill to Shaker

Square. The contract is in an amount not to exceed \$7,996,000. It was moved by Mr. Serrano, seconded by Ms. Pellot and approved to move this to the full Board.

RFP Procurement – Signal Engineering Services for the 515 Switch Return to Service.

Joseph Shaffer, Director of Engineering and Project Development and Jennifer Martin, Contract Administrator, Construction and Engineering Procurement, gave the presentation. The Switch 515 is at the west end of Brookpark yard near the Airport. This project involves engineering services to include design of all signal related items required to place the 515 switch back in service. A consultant will provide design and construction documents and provide construction support during the bid process. The contract is not to exceed \$219,284. Brookpark Shop is currently not operational. It used to maintain the Red Line cars. Once Central Rail was opened, this shop and Windermere Shop was disused. Now it has become a facilities maintenance base for the west side group, but it will be used again for the rail car commissioning. The new cars will be stored in the yard. The 515 switch will also lead to a test track where they will install cab signal loops and signaling so the cars can be tested on the short piece of track. Once they are done with the rail car commissioning, it will still provide operational flexibility after the new cars are in service.

Work includes design of all signal related items required to place the 515 switch back in service; block design, design of new signals, and confirmation of reuse of existing equipment; modification of the local control panel and coordination with ARINC for integration of the switch into the CTDS System and the design of a Cab Signal test loop to be used for commissioning the new rail cars so to see that their signaling system integrates with the current system.

The Request for Proposal (RFP) was issued October 5, 2020. It was accessed on the GCRTA website by twelve (12) interested parties. Two (2) firms submitted proposals. Two (2) firms were interviewed. The evaluation panel consisted of members from various departments using select evaluation criteria. The most technically qualified vendor is Mott MacDonald, LLC., Cleveland, Ohio. A 4% DBE goal was assigned to this project. The goal will be met by utilizing Denise's Flagging & Construction Services, Inc., GeoTrans, and Raul V. Bravo + Associates, Inc. Mott MacDonald, LLC., has completed projects for GCRTA, Washington Metropolitan Area Transit Authority, Massachusetts Bay Transportation Authority, Chicago Transit Authority, among others. They have worked with GCRTA with a history of providing on-call signal engineering services with quick response time. They have an experienced/qualified staff with extensive knowledge of GCRTA policies and procedures.

Staff Requests that the Operational Planning and Infrastructure Committee recommend award to Mott MacDonald, LLC. for Engineering Services for the 515 Switch Return to Service. The contract is not to exceed \$ 219,284. Ms. Pellot asked if this is a permanent return to service or just for this project. Joe said it was permanent. It was moved by Mayor Byrne, seconded by Ms. Pellot and approved to move this to the full Board.

RFP Procurement – Rehabilitation of the Track and Platform Bridges over West 117th Street.

Kirk Dimmick, Project Manager, Bridges and Lou Catalusci, Contract Administrator-Construction and Engineering Procurement gave the presentation. This project is on the Main Line west over W. 117th. It is on the location where Lakewood and Cleveland splits. It is busy on both directions on the road and the rail. The contract will come in from the west in the Northwest quadrant for construction access. There is active pedestrian traffic on both sides of the street. This corridor carries over 10,000 vehicles a day. This station was put in about 70 years ago. About 30 years ago, they did some track/bridge rehab work. About 12 years ago, they did the Station Head house, which included a new

roof across the canopy. The platform has not had any significant work to date. This station has had a lot of maintenance patching. The goal is to extend the service life and continue the State of Good Repair. They plan to use innovative design methods. The construction methods and materials and their three project objectives are to effectively manage the surface drainage. There is a bridge in the center of the platform. Deicing chemicals are used. It deteriorates the center bridge and the track bridges. The other deficiency at this site is the bridge itself does not like to breadth correctly. The expand and contraction is causing some stress within the structure. They will be able to do this and deliver single tracking. They will not need any closures to perform this work.

There are three bridges. Two track bridges and the track platform bridge. The platform itself is the 70-year-old platform. This corridor is busy with the live Northfolk Southern tracks. They are looking at replacing the concrete decks in all three structures. The beams can be resued. The joint over the pier is leaking and causing more deficiency to the concrete deck. The old plumbing that is draining our tub transit track bridges needs to be replaced. They will salvage the bridge steel. The leaking joint is causing corrosion on the pier, railings below and the sidewalk. The maintenance crew has been working to maintain the deck. The abutments are leaking and causing concrete deficiencies. They recommend replacing the concrete decks and the platform, retrofitting and painting the existing steel and patching the concrete foundations. They will preserve the canopy and roof. They will replace the deck.

The RFP was issued September 21, 2020. It was accessed on the RTA website by 47 parties including subcontractors. Three firms proposed. This was a Brooks Act procurement where they rate the proposals using a panel. The panel consist of various departments. All three firms were interviewed. The recommended vendor is Michael Baker International located in Cleveland, Ohio. A 9% DBE Goal will be met by utilizing: 2LMN, Inc. located in Lancaster, Ohio and Van Aukens Akins Architects, LLC located in Cleveland. Michael Baker International, Inc. has successfully completed projects for GCRTA, DART, and ODOT, among others. They recently completed the plans for the Cuyahoga Viaduct bridge on our Red Line. They have worked on other transportation projects and have an experienced/qualified staff. Staff requests that the Operational Planning & Infrastructure Committee recommend award to Michael Baker International, Inc. for Engineering Services for the rehabilitation of Track & Platform Bridges over W. 117th Street. The base contract is not to exceed \$490,211.00.

Rev. Lucas asked what is being done about the issues with the bridge not breathing properly. Kirk said the joints over time fail. The original joints were put in the 1950's. The newer technology has a better expansion joint that allows the bridge to move. In our climate, we have a 100 degree change in temperature, causing the steel and concrete to grow and shrink. Therefore, they have to make provision for that at all the discontinuous points of the bridge itself. There is one at each end and in the center. They will replace those components with newer expansion materials. Mr. Joyce asked how the public would be dealt with during construction. Kirk said the two cities would have input with public meetings. There will be lane closures. In the design phase they will need to inspect again and collect the information put in the contract documents. Construction will take a bit longer. In the 80's when a project was done, they took a lane in each direction. They will take one side for pedestrians and then switch to the other side. There will be a restrained corridor but short of a closure, which is not feasible at this location especially with I-90 being so close.

Rev. Lucas asked for a motion to move this to the full Board. It was moved by Mr. Serrano, seconded by Ms. Pellot and approved to move this to the full Board Meeting.

Change Order Authority - Rehabilitation of Tracks 10 and 13 at Tower City Station

Joseph Shaffer, Director of Engineering and Project Development and Jonathan Laule, Contract Administrator, made the presentation. This is the second major project of several projects at Tower City. The original contract was authorized for \$11,860,000. Reconstruction is of tracks 10W, 10E, and 13. It includes the New Diamond Crossover 115-117, replacement of Turnout 121 and associated Signal System upgrades including processor General Logic (GL-1), which is a non-vital signal processor. A few Board members have seen it. Tracks 7 and 8 was previously done. Track 10E is complete. Track 10W is almost complete. Track 13 is currently under reconstruction. That is the east bound mainline. They are pouring concrete for the track.

There have been 16 change orders to date totaling \$471,070.66. That is just under 4% of the original project total. The two GL-1 Change Orders are \$308,915.97 or 66% of change orders to date. Only \$28,929.34 of authority remains. Re-instatement will pro-actively expedite any future change orders. The GL-1 is a large machine located in a room in Tower City. It needs work to improve the contacts for use of the new crossover. The board it controls is currently not used, but can be for emergencies. As a part of this project, all of the signals associated with the crossover have been tested and retested. Much of that work happens at night. Early in the year, staff went to Tennessee to see the turnout 121 on the shop floor. Currently it is installed at Tower City. The new cross over should be useful. The track is balanced and is now being tempted.

Staff requests the Operational Planning & Infrastructure Committee advance the Proposed Re-instatement of General Manager's Change Order Authority for the Rehabilitation of Tracks 10 and 13 at Tower City to RailWorks Track Services, Inc. to the full Board for action. Mayor Clough asked what dollar limit is being requested for the change order authority to be. Joe said the original change order authority was \$500,000. Mayor Clough asked if \$28,000 more was being requested. Joe said they are requesting \$500,000 more. Ms. Dangelo said they are asking for the Board to approve their ability if needed to address change orders without having to come back to the Board in the next 30 days. It still follows the change order process. For example, if something was needed for \$40,000, they could move forward with the process of negotiations and working with the project manager and sign off by the contract administrator, herself and India to proceed with the change order. Anything over \$50,000 will be reviewed by the Change Order committee. Since they are close to exceeding the original \$500,000, if they had an item that exceeded \$28,000, they would have to come back to the Board and that might delay the project.

Ms. Birdsong asked Mr. Schipper to go over the timeline of the project and what change orders may be foreseeable. Mayor Clough asked what percentage of the project is complete. Joe said after they pour the concrete today that it would be about 60% complete. Mayor Clough asked if the same type of issues are expected for the 60% that has been done. Mike said they do not foresee utilizing the full \$500,000. He said they could entertain another value if that is the desire of the Board. It is an \$11 million contract. These are the types of contracts where the \$500,000 can be limiting. We haven't done this in a long time. They could propose \$250,000. Ms. Moss said it make sense to do less if we are not going to use it. Mayor Clough said that if something is known that would get us to that number, then he understands. He believes it should be less being so close to the end of the project. Ms. Dangelo mentioned that the \$500,000 comes from the delegation of authority, per the personnel, policies and procedures and what FTA guidelines allows, that anything over a certain dollar threshold dictate the change order authority amount. Since the contract was close to \$12 million, the GM has up to \$500,000 change order authority before they have to come back to the Board. That amount is almost exhausted so additional authority is required.

Ms. Birdsong said that this is the scope of the overall project being so large. With the minimum change order authority, it could halt the project. They are trying to come to a comfortable agreement with the proper oversight so they do not have to come back to the Board for every change order that may exceed the remaining authority. Mayor Clough understands, but would like the amount to be decreased. Ms. Birdsong asked that the amount be amended. It was moved by Mr. Serrano and seconded by Mayor Byrne and approved to move to the full Board with the amended amount of a \$250,000 change order authority.

Budget Presentation – CRRSAA and Rail Car Replacement Fund

Kay Sutula, Director of the Office of Management and Budget, made the presentation. Today's agenda includes the Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA) of 2021 and the Rail Car Replacement Program, which has amendments with the 2021 General Fund Budget, 2021 Capital Improvement Plan and 2021 Reserve Fund.

The CRRSAA was signed by the President on December 27, 2020. It is a \$900 billion coronavirus relief bill that is part of a larger \$1.4 trillion omnibus spending and appropriations bill. Fourteen billion (\$14 billion) is allocated to public transit, which includes 5307 Urbanized Areas, 5311 Rural Areas, 5311 (c) Indian Reservations and 5310 Enhanced Mobility for seniors and Individuals with Disabilities. The Cleveland Urbanized Area (UZA) is allocated \$74.6 million (5307 – Urbanized Area: \$74.3 million; 5310 – Seniors and Individuals with Disabilities: \$0.3 million). The Cleveland UZA includes GCRTA, Medina County Public Transit, Laketran, Akron Metro, PARTA and Geauga County. We are estimating to receive about \$60 million through this new Relief program. Similar to the CARES Act, the award will be received in the Capital Improvement Fund once we receive approval for the award, Operations expenses will be calculated each month minus the passenger fares received and these funds will be reimbursed through the General Fund as revenue.

The Rail Car Replacement Program RFP is going out in February. In October, they will select the rail car vendor. In December, they will issue the Notice to Proceed for the first 18 vehicles. In April 2022, they will select the option for the next six vehicles. We have received funding from the following sources:

- NOACA: \$9.6 million
- Build Grant: \$15.0 million
- ODOT General Fund: \$4.5 million
- FTA Formula Grants: \$13.0 million
- Reserve Fund: \$49 million
- Local Fund: \$10.9 million

The Proposed Increases to the FY 2021 Budget includes the Revenue in the General Fund: CRRSAA – 2021: \$60 million. This is Federal Funding, similar to the CARES Act and PM Reimbursement that must first come through the RTA Development Fund then will be reimbursed to the General Fund as revenue. Transfer to Capital Improvement Fund: \$15 million, which is for the rail car replacement. Reserve Fund Appropriation: increasing \$28 million for rail car replacement. Capital Improvement Fund Appropriation: increasing \$64.5 million, which is increasing the budget to do the first 18 cars.

In the General Fund, they have added the Federal Funding for the of \$60 million in 2021. The award will be received in the Capital Improvement Fund and the reimbursements will be revenue in the General Fund. They are proposing to increase the transfer to the Capital Improvement Fund by \$15 million for the Rail Car Replacement Program. They are proposing to increase the appropriation of the Reserve Fund by \$28 million.

These funds will be transferred to the RTA Development Fund for the Rail Car Replacement Project. This is why they have set aside these funds – we are now ready to use them. In the Capital Improvement Fund, you see the increase of the transfer from the General Fund by \$15 million and the increase of the transfer from the Reserve Fund by \$28 million. They are proposing to increase the Capital Appropriation in 2021 by \$64.5 million, which is the Capital Outlay Expenditure and CRRSAA: Federal Funding, which has to be managed through Trams. For the two out years, they have also aligned the budget plans with the Rail Car Replacement Program. FY 2022 they will be presented to the Board in May this year. In the 2021-2025 Amended CIP, the \$106 million for the rail cars, Preventative Maintenance is increased to \$78 million, which includes the CRRSAA.

Staff requests that the Operational Planning & Infrastructure Committee recommend the Amended FY 2021 General Fund, Reserve Fund and Capital Improvement Plan to the full Board for approval. Mayor Clough said we have received \$171 million from the federal government over a two-year period. He asked how much did we lose in expected revenue that we would have received had COVID not occurred. Kay said we lost 50% in passenger fares and 1% in sales tax. He requested the exact amounts. She said she would get it to him. He said the balance sheet looks good due to the federal dollars. Mr. Joyce asked if the funding for Cleveland has a similar computation or is there some struggle with the neighboring communities. Kay said similar to the CARES Act, we received 80% of the Cleveland UZA so they used the same allocation.

Mr. Schipper added that the Urbanized Area Funds, even the normal formula funds are allocated from the various funding pods. The 5307 pod is the one that we have to share amongst other transit systems in the region. The distribution is based on ridership and population. The formula comes in table form from FTA and they use National Transit Database (NTD) information for the population ridership. That reallocation is presented to NOACA and their Transit Council. Once the Council agrees upon that, then FTA allows us to allocate the funds based on those formulas. The tricky part with the CARES and CRRSAA is that it had 5307 and 5337 funds. We are the only ones eligible for the 5337 funds. We had to wait for supplemental tables to be published for the CARES. Once that was done, we could do the distribution. The second supplemental table has not been produced yet. Based on the tables we have now, we are in the \$60 million range. Once we received the table, then the calculation will be easy.

Ms. Moss asked if the allocation is based on the Census and the population loss in the region. Mike said that does have an impact. After the 2010 Census, the population was stagnant in Cuyahoga County and the surrounding areas, but the population of the U.S grew. The formula fund out of the FTA overall formula, gave us a smaller percentage. We lost \$3 million a year of formula funds after the 2010 Census, which hit us in the 2013 budget. They expect that to happen again as the region's population is still stagnant compared to the nation. This will probably hit us in 2023. It depends on how fast or slow the Census is released and calculated. It could cut another \$3 million from our formula funds. It was moved by Ms. Moss, seconded by Mr. Serrano and approved to move to the full Board.

The meeting was adjourned at 10:07 a.m.



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



Theresa A. Burrage
Executive Secretary