

Minutes

RTA Operational Planning & Infrastructure Committee

9:30 a.m. June 15, 2021

Committee Members: Moss (Vice Chair), Byrne, Pellot

Other Board Members: Duarte, Koomar, Lucas, Weiss

Not present: Joyce, McCall, Serrano

Also Present: Benford, Birdsong, Bitto, Bober, Burney, Caver, Dangelo, Davidson, Fields, Folk, Freilich, Garofoli, Gautam, Johnson, Kirkland, Laule, Petit, Piggery, Schipper, Shaffer, Sutula, Tarka, Walker-Minor

Ms. Moss chaired the meeting in absence of Mr. Joyce. The meeting was called the meeting to order 9:30 a.m. There were three (3) 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.

RFP Procurement for rail grinding management consultant

Joe Shaffer, Director of Engineering & Project Development and Ashley Bober, Contract Administrator gave the presentation. The grinding is to take place on the Red Line from Windermere to the Airport and involves both tracks. It's composed of several phases.

- Phase One: Perform Inspections and Gather Data
- Phase Two: Wheel/Rail Profile Optimizations and Recommendations
- Phase Three: Preparation of Construction Documents
- Phase Four: Provide Construction and Bidding Support
- Phase Five: Provide Quality Control and Quality Assurance of Contractor

He showed the vehicle used to optically profile the rail head and the wear its experienced. He showed the gauge used to grind the rail to a new profile to better match the wheel profiles and thus reduce wheel wear and rail wear. He showed examples of grinding on finished profile face and surface roughness. The purpose is so wheel profile will match up with the condition of the rail profile.

The Request for Proposal (RFP) was issued March 15, 2021. It was accessed on the GCRTA website by 18 interested parties and 1 firm proposed. The evaluation panel consisted of various departments using evaluation criteria. The recommended firm is Advanced Rail Management Corporation, with central offices in Florida and Canada. A 12% DBE Goal was set by the Office of Business Development and 2% of the goal will be met by utilizing Denise's Flagging, a female African American-owned business. For the remaining 10% goal, Advanced Rail Management Corporation demonstrated a good faith effort which was approved by the Office of Business Development.

Advanced Rail Management Corporation:

- 30 years' experience in the rail and transit industry. They have high-level technical expertise and the use of wide-range technical consultants
- Technical expertise in evaluating wheel wear, noise abatement, and wheel/rail interface problems
- Successfully performed multiple specialized vehicle and system engineering studies
- Significant experience with transit agencies throughout North America
- Clear and acceptable project approach

Other public transportation clients include: Bay Area Rapid Transit, Los Angeles Metrolink, Massachusetts Bay Transportation Authority, New York City Transit, Port Authority of Allegheny County, San Diego Trolley, Seattle Transit Sound, and Vancouver Sky Train, among others. Staff requests that the Operational Planning & Infrastructure Committee recommend an award to Advanced Rail Management Corporation to provide Rail Grinding Program Management Engineering Services in an amount not to exceed \$476,369.80.

Ms. Pellot asked if this is something we do once or is it reoccurring. Mr. Shaffer said we've never done, but on most systems it's done every 4-5 years. Ms. Moss asked why are we doing it now if we've never done before. Mr. Shaffer said we've experienced greater than the industry norms of wheel wear on the Red Line vehicles. While there has been a detailed examination on this, one factor identified was the wheel profile is not comfortable with the wheel profile so it's generating excessive wear. By grinding the rail, it will bring that profile back together with the wheel profile. We haven't done it before because our track needed work. Now that the work has been done, the tie conditions are good and the rail is now ready for grinding. Ms. Moss asked why there was only one proposal and if staff feels comfortable with the bid. Mr. Schipper said few firms handle the program management part of this work. They have a good track record. We had a lot of firms that perform the rail grinding that looked at the proposal to prepare for the actual grinding. They are comfortable with the firm.

Rev. Lucas asked if noise is involved and what part of the day the work would be done. Mr. Shaffer said yes, but the machines have guards to minimize the noise. It doesn't stay in any area long, but depending on the amount of grinding, it may only be one or two passes. They will work with the city to get a noise permit. It would be preferred to do it at night to maintain service, but it can be done in the day time or weekends. Ms. Pellot asked how often the measurements are taken. He said they evaluate the track yearly, but they have not done a detailed rail profile to date. This will be the first time. It was moved by Mayor Byrne, seconded by Ms. Pellot and approved to move this to the full Board.

RFP Procurement for the on-call surveying services

Ken Folk, resident engineer/architect and Jonathan Laule, Contract Administrator-Construction and Engineering Procurement gave the presentation. The firm performs project surveying services to augment GCRTA in-house personnel. Work is by task order assignment. Total task orders are not to exceed \$250,000. Task value is approximately \$25,000, but it could be more or less. The contract term is 36 months from first task NTP.

Scope of Services:

- Assignments where rapid turnaround is required
- Work to support property management

- Where complex boundary research is required
- Expediting project design
- Checking project construction

The request for proposal (RFP) was issued April 19, 2021, It was accessed on the GCRTA website by 12 interested parties. Three (3) firms submitted proposals and were interviewed. The evaluation panel was comprised of various departments using evaluation criteria. This procurement followed the Brooks Act. The most technically qualified vendor is KS Associates, Inc. A 7% DBE goal was assigned to this project. The goal will be met by utilizing National Engineering & Architectural Services, Inc. and Denise's Flagging & Construction.

KS Associates, Inc. has completed projects for GCRTA, ODOT, NEORS, City of Cleveland Division of Water, among others. Firm has worked with GCRTA on many similar projects and has provided quality deliverables. Experienced/qualified staff with extensive knowledge of GCRTA policies and procedures. Staff requests that the Operational Planning and Infrastructure Committee recommend award to KS Associates, Inc. for On-Call Surveying Services – Phase 6. The contract is not to exceed \$250,000 for 36 months. It was moved by Mayor Byrne, seconded by Ms. Pellot and approved to move to the full Board meeting.

RFP Procurement for utility agreement for Warrensville/Van Aken Rail Substation

Robert Piggery, Engineering Project Manager-Electrical gave the presentation. This is an agreement with CEI. The purpose is to provide service to the new Warrensville Van Aken Substation. CEI is requiring installation of an underground network. The purpose of the network is to provide power for GCRTA trains and to protect CEI electrical infrastructure from any return electrical disturbances. The budget is \$900,000.

The Network Equipment includes:

- Two 35,000 volt Switches
- Two 35,000 volt Reclosers or circuit breakers
- 35,000 volt Electrical Manhole
- Underground Duct-bank
- 35,000 volt Electrical Cable

CEI will provide us power from that existing manhole over to the area where the underground network is which consist of the reclosers and switches. From there, they will bring power to our substation. Staff requests that the Operational and Planning Infrastructure Committee recommend award to CEI for the Utility Agreement for the installation of underground network to the new Warrensville Van Aken Substation. The agreement cost is not to exceed \$900,000.00.

Ms. Pellot asked if this is a replacement or update to the system. Mr. Piggery said currently we do not have a substation at the end of the Blue Line. We had one, but it was demolished a few years ago. The new substation is needed. This will be a new substation at a location close to the old one. There is some existing utility infrastructure they will make use of and everything else will be brand new. Mayor Byrne asked for the timing of the project. Mr. Piggery said upon signing of the agreement, it would take 6-8 weeks to get the equipment. The substation is scheduled to arrive in July. They will be working on the construction into the Fall and completed by February 2022. Dr. Caver added that we've been replacing substations over the last several years. This is a modular unit. The new unit

has new regulations on how it can be created. It was moved by Mayor Byrne, seconded by Ms. Pellot and approved to move this to the full Board Meeting.

Defeasance of Debt

Kay Sutula, Director of the Office of Management and Budget gave the presentation. Our current debt service (principal and interest) is \$144 million through five series. This spans from 2021 through 2039. A defeasance of debt is when an agency sets aside cash to pay off a certain amount of outstanding debt (principal and a portion of the interest) and puts it into an escrow account. That escrow account will accumulate Interest. A paying agent will then make the payments to the bond holders when their bonds mature. This outstanding debt is then taken off of RTA's balance sheet. Over the past 2 years, we received Federal Stimulus Funding due to the COVID-19 pandemic:

- Coronavirus Aid, Relief, and Economic Securities Act (CARES Act)
- Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA)
- American Rescue Plan (ARP)
 - Totaling \$315 million

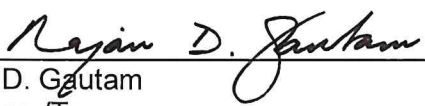
We used this funding for the Operations of the Authority, which freed up Sales Tax revenue. We will then use the Sales Tax revenue for the following:

- * 31% - Operating Budget stability through 2026 (no layoffs, no furloughs)
- * 50% - Capital projects (reducing unfunded capital projects)
- * 19% - paying off \$60 million through debt defeasance

With Public Financial Management, Inc. (PFM), the Authority's financial advisor, we identified the Net present value of debt service savings for each of the Series of Debt. We need to set aside enough funding to cover the bond holders. Defeasance is helping the Authority to retire this portion of its debt at favorable prices, and saving approximately \$11.5 million. By defeasing \$60 million of debt, we are saving the Authority about \$3.1 million annually. We are also eliminating the scheduled debt payments from 2031 through 2039, a reduction of about \$14 million each year, which can be used for operating and/or capital needs. At the end of 2021, the Authority would have total outstanding debt service (principal and interest) of \$70.4 million.

Staff requests that the Operational Planning & Infrastructure Committee recommend the Debt Defeasance to the full Board for approval. It was moved by Ms. Pellot, seconded by Mayor Byrne and approved to move this to the full Board.

The meeting was adjourned at 9:54 a.m.


Rajan D. Gautam
Secretary/Treasurer


Theresa A. Burrage
Executive Assistant