

Minutes

RTA Operational Planning & Infrastructure Committee

9:13 a.m. May 11, 2021

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

Other Board Members: Duarte, Koomar, Lucas, McCall, Weiss

Not present: None

Also Present: Becker, Benford, Burney, Capek, Catalusci, Caver, Coffey, Corven, Cox, Dangelo, Davidson, Dimmick, Farmer, Fields, Freilich, Garofoli, Gautam, Johnson, Kirkland, Laule, Miller, Mothes, Orlando, Petit, Rusnov, Schipper, Shaffer, Sutula, Swanson, Talley, Walker-Minor

Mr. Joyce called the meeting to order 9:13 a.m. There were five (5) 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 Engineering Services for the Waterfront Line Bridge Rehabilitation

Kirk Dimmick, Project Manager of Bridges and Lou Catalusci, Contract Administration, Construction and Engineering Procurement gave the presentation.

The project site is just North of Cleveland Central Business District downtown, just east of the Cuyahoga River crossing Front Ave, the NS tracks and also the Port of Cleveland. He showed a few different views of the bridge. This was built about 26 years ago. They did the MSE walls a few years ago, but no other significant bridge work to date. They did an in depth inspection report that highlighted a need to rehabilitate the structure. Monitors have been in place for a year, monitoring the cracks they found with the train loads and also the temperature and how it's affecting the cracks.

This bridge is a curved post tension segmental box girder bridge. These are precast segments that were put together individually and then drawn together as an overall bridge. This is one of a kind for RTA out of 100 bridges. ODOT has a few of these as well. This particular bridge was the first of its type in Ohio. Studies have been done across the nation, finding similar problems with these early segmental box girder bridges. They found various cracks in the primary concrete bridge members. Most other rail structures sit on just ballasted stone. It's over live NS main line tracks. The objectives are to look at extending the service life of the bridge itself and the adjoining MSE walls. They are looking for a 25-year minimum. The design and engineering services will perform a load rating of the structure, find out what repairs can be done so they can restore the primary structural members back to full load capacity. They will correct expansion and contraction on this bridge and will deliver that with the least impact to NS operations.

This RFP was issued December 28, 2020 and was accessed on our website by 44 interested parties. Three firms proposed and three firms were interviewed. This was a Brooks Act procurement in which

they do a technical review to select the party they will negotiate with. There was an evaluation panel made up of members from across the Authority. The recommended vendor is Hardesty and Hanover, LLC, Roseville, MN. There was a 5% DBE goal that will be met by using 2LMN, Inc., G&T Associates Inc. and NEAS, Inc. and all three of these companies have worked with RTA. Hardesty and Hanover has been in business for over 130 years with 400 employees across 27 offices. They've completed projects for Amtrak, ODOT, Florida DOT and Michigan DOT, The City of Minneapolis Public Works and Norfolk County Council in England.

Staff requests that the Operational Planning & Infrastructure Committee recommend award to Hardesty & Hanover for Engineering Services for the Waterfront Line Bridge Rehabilitation. The base contract is not to exceed \$1,468,163.84. Mr. Joyce asked about the timing of the project given the upcoming football season. Mr. Schipper said the critical work of the scope is the load rating, which will be done in the first 90 days. They will act accordingly based on the load rating. If the rating is fine, we can run service. If the load rating cause for reductions, they will have to look at that before the football season.

It was moved by Mr. Serrano, seconded by Ms. Pellot and approved to move to the full Board.

IFB Procurement for the rehabilitation of the Cuyahoga Viaduct

Kirk Dimmick, Project Manager of Bridges and Lou Catalusci, Contract Administration, Construction and Engineering Procurement gave the presentation.

The bridge is in a North South direction going over the flats and the Cuyahoga River. It was constructed back in 1926. It took four years to build. This is GCRTA's largest assets of RTA's inventory. It's 3,400 feet long, 31 spans, and towers over the flats up to 95 feet above the floor. This particular structure is about 10 to 20 times the size of all of our other bridges in the inventory. They've looked at this bridge for many years and done many projects. However, it's been about 20 years since they've done a bridge rehabilitation. The study in 2018 showed some critical areas they had to address. They identified those and broke them into various phases where Phase 1 is proposed today. The primary work is at the South end in the first five spans. The additional span is span 30, which is over Robert Lockwood Jr. Drive and the Waterfront Line. This area paired with that other location makes up Phase 1.

The proposed work is to remove loose concrete dropping down on the roadway and painting the exposed steel. They will also spot paint the critical connections in the truss fans three and four and in the other portions of spans one through five. They will handle drainage problems on the deck. They will replace the ballast on the non-track side in spans one through five. They will repair the deck membranes, reseal those, and replace a weak railing. Additional work involves the drainage system. Because the water has not been going all through this system, it's caused some concrete deterioration that will be patched and sealed on the foundations in those fans, and finally they will clean and lubricate the bearings in these same locations.

The Invitation for Bid (IFB) was issued March 22, 2021. They received bids on April 21, 2021. It was accessed on the GCRTA website by 39 interested parties. Three (3) firms submitted a responsive bid. The lowest responsive and responsible vendor is BECDIR Construction Co., Berlin Center, Ohio. A 16% DBE Participation goal was assigned to this project and will be achieved through the use of using Cuyahoga Fence, LLC, Cook Paving & Construction Co., Inc., Armstrong Steel Erectors, Inc., Keepainting, LLC, Denise's Flagging & Construction Services, Inc., RAR Contracting Co., Inc., Timeline Photography, LLC, and American Roadway Logistics, Inc.

BECDIR Construction Co. has completed projects for ODOT, the City of Brecksville, Cuyahoga County, Lake County, and Summit County, among others. BECDIR Construction Co. was founded in 1988 and has a history of working on public projects. Staff requests that the Operational Planning and Infrastructure Committee recommend award to BECDIR Construction Co. for the Rehabilitation of the Cuyahoga Viaduct (Phase 1). The contract is in an amount not to exceed \$4,698,429.00. Ms. Moss asked how will this affect service and how long will it take. Mr. Dimmick said most of the work in this Phase is being done underneath and on the non-track side. But some paint work in span four will result in a two-week shutdown at the end of July, first week of August. That will precede some of the area projects. They look to finish before snowfall.

It was moved by Ms. Moss, seconded by Mayor Byrne to move to the full Board.

IFP Procurement for catenary structure from the Brookpark Yard to Tower City

Michael Capek, Project Manager of Facilities and Jonathan Laule, Contract Administrator and Engineering Procurement made the presentation. This is part of a group of projects to maintain the catenary system in a State of Good Repair to power the trains. It's part of a larger program that's composed of major elements like the Catenary system, signals, track and the substations where they are rehabilitating all those elements of the rail system to maintain them in a State of Good Repair. The signal set of projects hasn't started yet, but will be coming up in the coming months to replace the signals on the Light Rail trunk lines.

They will be focusing on the Catenary from Tower City to the Airport including Brookpark Yard. They will focus on catenary structures. The Red Line may have to single track periodically for some portions of the work. The Engineer's Estimate was \$2,595,212.00 for the Red Line west. Other sections to be rehabilitated in future projects for Red Line east and the Blue and Green Line.

Based on a 2018 study of the structures by Osborn Engineering recommended the following improvements

- Repair of 168 pole foundations
- Repair of 16 base plates
- Repair or replacement of 49 anchor bolts
- Repair of 21 poles
- Repair or replacement of 4 guy wires
- Installation of 177 pole signs

The Invitation for Bid (IFB) was issued March 8, 2021. It was accessed on the GCRTA website by 16 interested parties. Four (4) firms submitted a bid. The lowest responsive and responsible vendor was RailWorks Track Services, Inc., Chicago, Illinois. A 19% DBE participation goal was assigned to this project and will be achieved through the use of Cook Paving. 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 Red Line West Catenary Rehabilitation. The contract is in an amount not to exceed \$2,101,300.

Mr. Joyce asked what percentage of the total line does the pole work comprise. Mr. Capek said the report said the Red Line west needed the most attention. It was moved by Mr. Serrano, seconded by Ms. Moss to move this to the full Board for approval.

Capital Improvement Program

Kay Sutula, Director of the Office of Management and Budget and Mike Schipper, Deputy General Manager of Engineering & Project Management made the presentation.

Amending the FY 2021 Capital Improvement Fund

The Capital Improvement Plan (CIP) includes two funds. The first is the RTA Development Fund, which is for our larger projects (usually \$150,000 and above) and over 5 years of life. Funding sources include Federal Funds from Formula Grants and Competitive Grants (usually requiring a local match), State Funds and Local Funds, which includes Sales Tax revenue and Bonds for local match and locally-funded projects. The RTA Capital Fund is for our smaller projects (usually \$150,000 or less) and between 1-5 years of life. This is for the maintenance of equipment and facilities, and purchase of small equipment. These projects are solely funded through Sales Tax.

In May 2020, they presented the 2021-2025 Capital Improvement Plan (CIP) to the Board, which was adopted on May 12, 2020. In December, they amended the 2021 CIP, to increase the appropriation for Rail Cars, Baby on Board Program and Light Rail Projects due to receiving grant funding. In February 2021, they amended the 2021 CIP again to increase the appropriation for the Rail Cars and Federal CRRSAA Funding (Coronavirus Response Relief and Supplemental Appropriations Act). Today, they are amending the 2021 CIP for an additional CRRSAA funding. In December they estimated we would receive \$60 million of CRRSAA funding. We were actually awarded \$67.4 million. They are increasing the appropriation by the additional \$7.4 million. The American Rescue Plan (ARP) Federal Funding earmarked \$30 Billion for public transit, of which we are estimating to receive \$136 million, Rides to Community Immunity for \$972 thousand from ODOT and COVID Mass Vaccination Security for \$200 thousand from Ohio Emergency Management Agency. We received these grants after the 2021 CIP was amended in December 2020. All of this funding is 100% Federal Stimulus Funding with no local match requirement. Funding must be used to reimburse the general fund operating expenses. The total amendment is \$144.6 million. The Operating Reimbursements will increase by \$144.6 million, from \$78 million in the Amended Budget, approved in December 2020, to the proposed budget of \$222.6 million. All of this funding is Federal Stimulus Funding, which must reimburse the General Fund Operating Expenses.

Staff recommends to the Operational Planning & Infrastructure Committee to present this resolution to the full Board for approval. It was moved by Mr. Serrano, seconded by Ms. Moss and approved to move this to the full board.

FY 2022-2026 Capital Improvement Program

The 2022-2026 CIP process began in September 2020 with project submission and review. Projects and funding were finalized in April 2021. Today, they are presenting the 5-year CIP with a recommendation to bring to the full Board for approval on May 25th. In June, they will submit the 2022-2026 CIP to NOACA. During the review process, projects were prioritized based on the Authority's Strategic Plan. These include:

- State of Good Repair
 - Health & Safety
 - Mandates
 - Transit Oriented Development
 - Operating Impacts
 - Environmental Impacts

The 2022 CIP has a budget of \$110 million. Rail Car Replacement Program, Rail Projects and Bus Improvement Program are the top 3 categories. The 5-year CIP totals \$548 million. Rail Car Replacement Program, Rail Projects, and Bus Improvement Program remain the top 3 categories. Because we received the Federal Stimulus Funding through the Coronavirus Response, Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan (ARP) in 2021, they made a strategic decision to reduce the Preventive Maintenance Reimbursement to the General Fund from the original plan of \$18 million to \$1 million. This Federal Funding will be used to cover other projects that were previously considered unfunded. Forty-five 45% of funding for the 2022 CIP comes from Federal Sources, such as formula funds and competitive grants and 9% is from Stat sources. Nearly 19% from local sources, such as Sales Tax and Bonds. The remaining 26% is currently unfunded. These projects will be highlighted in the next part of the presentation. For the 5-Year CIP, 46% is from Federal Sources, 8% from State sources, 18% from Local Sources and 27% are currently unfunded.

Mr. Schipper will highlight the 2022 Program and a little of the projects that will be awarded at the end of this year and carry into next year. **Continuing Projects** include the design of the W. 117th platform project that was awarded recently. The Waterfront line will be awarding this month. Both projects will carry into 2022. We have a substation program that we recently awarded at W. 117th and will be working on that this fall into the winter next year. The Tower City Portal Project will come to the Board before the end of the year and carry into 2022. For 2022, the **Bus Garage** project is our Hayden Roof Replacement. That will be coming to the Board, probably in the first half of next year so that we can do the work over the summer. We have a whole series of **Rail Projects** continuing the theme of rehabilitating the rail infrastructure. The light rail program will move into design of Phase Four, which will be out in Shaker Heights. We'll construct the Third Phase, which will be work from Shaker Square, where the Blue and Green lines split and the Moreland pocket track, as well as a couple crossovers and switches that are in the part that we've been working on this year.

On the Red Line at the Brook Park Yard, the yard tracks and a switch will be coming to the Board next year. This will allow us to upgrade the yard so that we can accept the new rail cars and that yard will be the staging area of the new rail cars. The switch will allow us to have throughput from the yard so we can go from the airport tunnel into the yard, through the yard and back out on the main line as a continuous movement. Overhead Canary will have a second phase next year. Then we'll have a series of signal system upgrades that will be beginning next year. In terms of **Facilities**, bridges are considered facilities, so a design contract will be going next year on the Red Line track bridge over Brook Park by the airport. A light rail bridge over Conrail will be moving into construction next year.

In the **Other Category**, every 10 years we do an onboard origin and destination survey, which is pretty extensive and we tie that to the census. Next year we will award a contract for this and that work will be in conjunction with the official determination of the different transportation zones within the County. We did this ten years ago and it was a tremendous benefit for service management. We learned a lot about the current state of the ridership. It's a \$1.2 million effort.

On the **Vehicle Program** is the 40-foot bus replacements, paratransit replacements, and the delivery of the Healthline vehicles. In prep for the new rail cars, there are some things that are needed at the rail shop at Brookpark and for the platform. Once the proposals for the new rail cars come in and we know the details of the new cars, if we have to make minor modifications to our system, we'll start the design process next year and then time that for whenever the new rail cars come in and phase that when the new rail cars come in. The design work will start next year.

Unfunded CIP projects total \$344 million:

○ Rail Vehicles	\$122 M
○ Rail Facility & Infrastructure	\$ 22 M
○ Track Rehabilitation	\$ 80 M
○ Bus Improvements	\$ 54 M
○ Technical Support – Hardware/Software	\$ 49 M
○ Bus/Rail Maintenance Facilities	\$ 8 M
○ Bridges, Stations, Equipment, Other	\$ 9 M

FTA formula grants provide a base funding level of approximately \$45 million per year (\$36 M of grants that we match with \$9 M). We're always working to add to the base. We were successful with OPTA testifying between the House and Senate, we were able to restore the funding for transit to \$70 M. We anticipate receiving \$15 M. SFY2022-2023 ODOT Office of Transit administers \$70 million of Ohio General Revenue and Flex Funding. Competitive grants at federal, state, and local level provide majority of funding beyond the base of \$45 million. Last year, we won \$30 M in grants:

- Bus Improvement Program:
 - \$2.0 million OEPA VW (received the maximum)
 - \$3.7 million ODOT UTP (Urban Transportation Program)
 - \$0.9 million NOACA Section 5310 (for Paratransit vehicles)
- Rail Car Replacement Program:
 - \$15.0 million USDOT BUILD (Better Utilizing Investments to Leverage Development)
- Light Rail Track Replacement:
 - \$6.0 million ODOT OTP2 (Ohio Transportation Partnership)

Upcoming grant submissions include:

- Bus Improvement Program
 - \$3.7 million ODOT UTP
 - \$20.0 million NOACA CMAQ (Congestion Mitigation and Air Quality)
 - \$0.9 million NOACA Section 5310
- Rail Car Replacement Program
 - \$15.0 million USDOT RAISE (formerly BUILD)
 - \$15.5 million ODOT OTP2
- Light Rail Track Reconstruction
 - \$47.0 million ODOT TRAC

Ms. Duarte asked if changes are anticipated for the funding for the survey acknowledging outreach with COVID and the hard to reach communities that may have tech or language needs. Mike said 10 year ago, it was \$1 M so they budgeted additional dollars. They used a lot of technology. The group had various levels of surveys. NOACA did a similar study which was extensive. They were able to meld the two together. They anticipate using both sets of data again. Mr. Joyce asked where we will line up with President Biden's Infrastructure bill for transit funding. Mike said we've been meeting with

our federal advocates. There are two plans. The eight-year plan has \$85M for transit. It's above and beyond the base. The \$36M we get comes out of a \$12B a year pot. The Senate plan is a five-year plan but almost at the same level for transit. Hopefully something will happen between the two plans. The re-authorization of the FAST Act is the base level. It's \$60B a year, \$48B for highways and \$12B for transit. This will be a 5-6 year Bill. The infrastructure stimulus for transit dollar amounts are looking positive. The re-authorization amounts haven't come out yet. They are looking at other transit agencies that don't qualify for funding similarly to Cleveland.

Mayor Weiss asked if there is money for concrete and brick embankments where rail lines went below grade. Mike said there is a line item for 2026 with design in 2024. There is money in the out years. There may be changes in the last few year of the plan to sync with the RESCUE plan.

10:08 a.m. - Mr. Joyce asked for a motion to suspend the meeting to hold the Public Hearing. It was moved by Ms. Moss, seconded by Mayor Byrne and approved to suspend.

10:17 a.m. - The meeting was reconvened with a motion by Ms. Moss, seconded by Mr. Serrano.

Staff recommends to the Operational Planning & Infrastructure Committee to present this resolution to the full Board for approval FY 2022- 2026 Capital Improvement Fund Budget. It was moved by Ms. Moss, seconded by Mayor Byrne and approved to move this to the full Board. Mr. Joyce thanked the team for their heard work.

The meeting was adjourned at 10:18 a.m.


Rajan D. Gautam
Secretary/Treasurer


Theresa A. Burrage
Executive Assistant