

Minutes

RTA Operational Planning & Infrastructure Committee

9:08 a.m. August 10, 2021

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

Other Board Members: Duarte, Koomar, Lucas, McCall, Weiss **Not present:** Pellot, Serrano

Staff: Becker, Benford, Bitto, Burney, Capek, Catalusci, Caver, Coffey, Dangelo, Davidson, Dimmick, Feke, Feliciano, Fields, Freilich, Gautam, Johnson, Jones, Kirkland, Lincoln, Martin, Mothes, Petit, Schipper, Sutula, Talley, Togher, Ulrich, Walker-Minor

Public/External Presenters: Colliers, Gibbons, Jurca, Sklemar, Wright

The meeting was called to order at 9:08 a.m. There were three (3) committee members present.

This meeting was live-streamed on RTA's Facebook page (www.facebook.com/rideRTA) for staff and members of the public. Members of the public were allowed to attend in-person.

Based on Centers for Disease Control (CDC) guidance to continue to avoid large events and gatherings and Ohio Department of Public Health advice that businesses and other entities may continue to require mitigation measures, as well as RTA's interest in protecting community and employee health and safety, several measures were put in place for in-person attendance, which are spelled out on the meeting notice.

President Lucas welcomed the public back to the meeting. The Board is working on the public comment process in the future. We will continue to live stream meetings. We've made some calls to other locations if we need to hold our meetings in a larger space for the public to attend. We have two new Board members. Mayor Paul Koomar of Bay Village and Roberta Duarte of JumpStart. Koomar was elected by the Mayors & Managers last December. He replaced Mayor Dennis Clough. Ms. Duarte is the President of the Young Latino Network. She is an active RTA rider. She was appointed by County Executive Armond Budish. Our new Transit Police Chief is Deirdre Jones. She was appointed in May 2021. She looks forward to addressing any issues. In September there will be updates on Transit Police projects.

W. 25th Street Corridor Project

**Due to the length of this presentation, most of the minutes were interpreted with Microsoft Streams, which is in first person with edits from the Board Executive Assistant.*

The presenters included Maribeth Feke, Director - Programming and Planning, Craig Sklenar, Principal Stantec, David Jurca, Project Manager, Seventh Hill and Freddie Collier, Planning Director, City of Cleveland.

Today's presentation will give you the results, recommendations and findings of 25Connects. This is a study for W. 25th Street, which is a priority corridor. According to RTA's Strategic Plan, there were certain corridors with high density and high propensity of development, people, places and high ridership. W. 25th connects downtown to the suburbs out through Strongsville. It connects MetroHealth Hospital to people. It connects five different neighborhoods through the Zoo. It has the highest number of Spanish speaking people in the State. This allows us to make public transportation improvements. It was funded by FTA TOD Pilot Planning grant. No Board action is required. The study lasted for 1.5 years.

The study created a baseline for next phase of engineering:

- Preserved Right-of-Way
- Established concept level lane & station placement
- Engaged Community & Stakeholder – MetroHealth is putting \$1 billion into the hospital. Ohio City is coming down to develop it.
- Consistent with City-wide/neighborhood plans (City of Cleveland Clark/Fulton)
- Leverages MetroHealth & other Developments

Developed TOD development tools for future projects

- Created Financing Tools
- Conceptual TOD Developments along the corridor

We produced the first bi-lingual planning study in GCRTA's history. We established new level of engagement for GCRTA. We had ambassadors, online surveys, walks and bike rides.

Project History

This is the 1st of a four phase BRT construction. This is the bridge between the initial BRT report and preliminary engineering to understand the barriers and challenges and how to complete the communities through new development or to reinvigorate the communities along the corridor to support transit and the community.

Who We Are

Stantec is based around the world with offices in Cleveland. The experts came from the Boston, Denver, NY and Montreal offices to bring a holistic approach to transit oriented development and the concept design. We partnered with Seven Hill and are happy for them to be here as well and our community ambassadors that were part of that project team.

Community Stakeholders

We also want to thank our Community stakeholders. We did a lot of engagement even in COVID we were able to meet multiple times with our community stakeholders, have them review the materials that we're putting forward to the Community, provide their feedback and also having one on one conversations with them to understand community need, developer need, business need in the area so that we can really think about everything from the construction of the BRT to new development and how it all interplays with each other.

Maribeth said this project is preparing the West 25th Street corridor for design of a BRT. But it's also to understand any of the barriers that may be present for TOD or opportunities to ensure we're bringing everybody to the table and not displacing as the corridor continues in popularity and development continues.

Plan Components

We had four programs. One was the BRT Development that is looking at everything from the high level operation and ridership components down to parking and bike PED. We looked at zoning and policy and how that may impact future development or existing development and the barriers to bringing new development online. We wanted to understand the current market conditions. Obviously with COVID, that was a little bit of a challenge, but we think there's some interesting items that came out of that conversation. And then we had a really robust public engagement.

What We Heard

My name is David Jurca. I'm principle of Seventh Hill. We're an urban design consultancy based here in Cleveland. Prior to starting Seven Hill I was the Associate Director at Kent State Cleveland Urban Design Collaborative. So combining both of those I have about fifteen years of experience leading community engagement, urban design projects all throughout Northeast Ohio. So I'm going to share just a couple of slides as an overview of the engagement work. At the very beginning of the project we took a deep dive into the demographics of the neighborhood and identified very clear targets or metrics for the engagement at the start that would define a successful project. One of those targets was to distribute 2,200 items throughout the community. Next was a goal to engage 440 participants. So this means individuals that engage more than once and a couple of times and dedicate their time to the work. We also wanted to have at least seven events per each of the three phases of work. Again, even knowing that this was during COVID we thought that it was important to have a mix of both digital and in-person activities. And then lastly, to have 44,000 impressions. We know that not everybody wants to dedicate their time to projects. People are often busy, but at least knowing that a project is happening can be really useful, so if they see things happening in the future in the neighborhood, they'll see that it's connected to something that they heard about in the past, and that there was an opportunity to be engaged.

We surpassed all of these goals. Fortunately, through very hard work, we distributed over 2,500 items, we had 772 folks involved, through walks on the street, bike tours, zoom sessions, surveys, and a range of focus groups and in-person events. We were able to hit 65,000 impressions in total, and again with impressions part of the way that we measure, we had targeted ads on social media that were fenced within a two-mile radius of the corridor, so that we have a pretty good sense that these impressions, or folks that are kind of consuming the content online are local and within the area.

What We Heard

This is a very brief summary of the tons of information that we received, but they kind of fall into four buckets. The first one is *Transit*. Priority with comfort and reliability in various ways, provide culturally relevant identity and service. So even towards this goal in the process we were really intentional to have events at a location that is known to the community. This was an in-person session entirely in Spanish for residents that enabled them to ask questions. We could have follow up and make sure that everybody was on the same page as they provided their feedback. Improving safety by design was also important. So this comes from service, bus drivers to the actual design of the street.

Next was *Use and Built Form*. Collaborating with local retailers to better serve riders. For example, we heard that some residents wanted access to buying tickets made easier, so partnerships or collaboration with local convenience stores or businesses along the corridor might be an option to increase the availability. Focus on affordability and cultural identity was critical in this corridor, because in part because of the high percentage of Spanish speaking residents. So we know that there are several projects underway in the area that we collaborated with to make sure that the affordability element is built into those projects, and then the 25Connects work can reinforce that planning. Remove barriers for equitable access. So in part we got great insights by a partnership with Maximum Accessible Housing of Ohio. We led a mobile tour with folks that were in a wheelchair with folks that are visually impaired and got really deep insights from them about very specific intersections in ways that those could be improved for their safety.

Third was *Economic Development*, which creates TOD with actions to address displacement. Again, it's related to the affordability piece. Support local businesses that are eager to grow, so having space available to them that improves their businesses. And they can leverage their proximity to MetroHealth. Target investments to increase street level activities. Lastly is *Parks and Recreation*.

So implementing programs to welcome community members to make people feel like riding transit is normal. And it's something that all of us can and should do. Provide more green spaces of different sizes. And then lastly integrate these design features to serve all mobility needs.

Market & Finance Plan

As part of our plan we were asked to look at current market conditions and provide a toolkit of financial tools based within the spectrum of the City of Cleveland, Ohio and federal opportunity within that. What we found in our research is that there are three geographic regions, even though we have five sort of unique neighborhoods, the top two are sort of pulled together with the merge between Clark, Fulton and Brooklyn Center, and then there's a merge between Brooklyn Center and Old Center as far as the economic conditions and need in those different areas. So we really honed in on those particular pieces and what we found is what works for Ohio City, where the market conditions are such that there's little to no financing, tax abatement, financing, etc. in that area too make a project go means we need to concentrate more as far as affordable housing opportunities in that area. Turnkey operations versus the Clark Fulton area that is more focused on a lot of vacant homes that currently exist. How do we find ways to rehab and re-occupy those while supporting new development along the corridor and then Old Brooklyn, Brooklyn Center, which has a lower scale of development and more single family oriented type of homes? Is there a different typology of houses that may be opportunities within those areas to provide that affordability?

Some of those recommendations that came forward from that is establishing a program to help individuals purchase those lower cost homes in the Clark, Fulton and in Brooklyn Center areas. Looking at coordinating between the different development community development corporations, but in a more concentrated way of having a unified sort of West Side of Coordinating Council. Creating a funding mechanism to assist in TOD developments along that priority corridor area so we are concentrating our financial opportunities and making sure that they meet our equitable and affordable housing goals and then lastly, is creating a clearinghouse within the City of Cleveland Department of Economic Development to provide clear access of all current and applicable incentives available for TOD so that developers don't have to go out and search on their own. But the city and RTA are working together to establish and provide those opportunities.

Zoning Review & Policy

What are the barriers to transit oriented development? We looked at the existing built form and we categorized it into three categories. *TOD Contributing Build Form* or existing buildings that help support the walkability, are connected to transit. *Potential Opportunities for TOD* that's adaptive reuse or reoccupation or rehabilitation. *Non-TOD Contributing Build Form* are very auto centric facilities that may be redeveloped overtime, but are probably a longer term hold. We also looked at variances. What is being issued as a variance along the corridor over the last five years and understanding what developer needs are etc. And what we found is over half of the variances asked for use changes. So how can you change your zoning code to support those use changes without having to go forward to the Zoning Board of Appeals, etc.

There are two recommendations under the Policy and Zoning review. One is the approval process recommendation. One is Early Consultation. So working with RTA and City of Cleveland zoning to circulate new developments that are along the corridor to help preserve and enhance the corridor in walkability. We had a good example during the project where we actually got on the phone with the developer and we talked about corner conditions and making sure that felt welcoming and open to the street. Simplify the process or making sure it's clear for developers to know what the bar is for urban design and development and affordability, but making that process simpler to get approval. We also had Zoning Design Regulation Recommendations. That's everything from developing a new TOD

overlay to streamlining the conditional uses, ensuring that we have wiggle room on setbacks to preserve that corridor and make sure that we have enough sidewalks or amenity along the corridor and then concentrating retail within strategic intersections to help boost that vibrancy and create the catalytic sites that we're looking for.

BRT Development

We looked at the corridor itself and the operations of it at this level, and the detail that we had. We can comfortably say that we think most of the corridor can be either in a peak period, peak direction, BRT, priority lane or a 24/7 priority lane for the BRT operations. There are some areas that need further refinement and station locations still need refinement, but we set the stage for that for it to happen during the preliminary engineering. We also looked at five strategic areas in the parking within those areas, noting that during COVID, that may be lower. It does warrant another study when things are at more normal capacity, but it serves us to understand any offsite or onsite parking conditions and how that may interplay with requirements for new development.

We developed five station typologies. This is a bare bones spatial requirement. Understanding those setbacks and the shelter designs and the articulated bus lane so we could get an understanding of the platform needs at each of those station areas because it is in an urban corridor. This is what we called the Preferred Station. This is best case scenario. This is all the space that we're going to need for that BRT station. And then we looked at TOD assumptions to create some 3D modeling and building typologies part from parking requirements of one stale per unit maximum. No parking required for small scale retail, because really it's going to be walkable kind of retail. And then we looked at those five geographic regions based on the market conditions from density, affordability, typology of housing opportunity and then the BRT placement itself.

So here you can see we created a broad sort of typology for each housing units from townhomes, multifamily residential only, to the mixed use either retail and residential or retail and office, residential and different types of scales depending on where you are in the market conditions. We had five priority areas. We're going to just focus on the Franklin Station today, which is looking at the Cleveland Clinic Lutheran Hospital parking lots. This was in the collaboration with Ohio City as well to talk about these opportunities and the key challenge for this site was how do you replace the parking for the hospital, but also interject new development. So wrapping parking structures with residential developments, a little bit higher development density that matches the Ohio City market condition right now and taking advantage of the Ohio Irishtown Bend Park. And then creating that feasible type of project that could be built overtime rather than trying to take down the entire site altogether. And what you see here is a realization of all of those things coming into play from the market conditions of the density, additional setbacks required to allow for additional public amenity BRT itself, cycle tracks and the Irishtown Bend coming together.

Conclusion & Next Steps

It is important to formalize the process with the RTA and the City of Cleveland on the planning side, with new developments coming in the door. Initiating the preliminary engineering work for the Metro Health BRT. Developing an equitable TOD playbook that will be more action oriented moving forward. And continuing that dialogue with community, not just on the design of the BRT, but additional needs for housing, jobs, etc.

25Connects/Conecta – What's Next?

Next is approval by the Planning Commission of the City of Cleveland. It's scheduled on October 15. And then the progression to the next phase of engineering. We do have funds in the budget to

proceed with this for 2022 where we'll get an environmental clearance, cost destination and start to see what this project will look like. And then we will enter into the FTA Small Start funding pipeline and be able to find funds to fund it. One of the things that we're the proudest of is the strong relationship we established with the City of Cleveland. We did this last step. We had lots of meetings on zoning variances and land use. We don't have any land control, so we wanted to do something that met both of our needs. Without the city, without RTA, there is no 25connects.

Director Collier spoke about how important relationships and alignment are with respect to getting things done. RTA and the City of Cleveland has been in a very intimate partnership with respect to strategy. Thank the board of RTA and all of the employees of RTA for committing to the work of planning in the City of Cleveland. And when we talk about transportation, we're talking about a land use in the context of multiple land uses and one of the things that you saw here in the presentation is how land development connects with infrastructure development and how you bring that all together. This was the first time that we drilled down on packaging all of those pieces into one. The administration has been very focused on reinvesting in core urban communities, and making sure that we capitalize on strategic investments that are taking place throughout the city.

There are a couple of strategic corridors that we have been working on. One is the Thrive 105/93, Corridor, which is a very important corridor for the Regional Transit Authority. The other is the West 25th Street Corridor. And then the Euclid Corridor and Opportunity Corridor. This is the beginning. There's a lot of work that has to be done and a lot of coordination that has to happen. One of the key things that I want to talk about is alignment. We are on a good trajectory here in the City of Cleveland with all of the partners involved with respect to the 25th Street Corridor, MetroHealth Hospital has been intimately at the table. The local Development Corporation has been at the table. The Cleveland Foundation has been at the table. And most importantly, the Clark Fulton in Ohio City communities have been at the table. That relationship is going to be important as we continue to move forward beyond some of us.

With respect to the opportunities that are on the horizon and the resources that are coming down from the federal government, strategic alignment is going to be more important than ever. And it's important that we continue to approach this work of investing in these corridors with the attitude and focus on community first. The 25th Street Corridor has presented some very unique opportunities with a billion dollars of investment that MetroHealth Hospital is doing. You see the Ohio City neighborhood burst at the seams. But one of our real key focuses is on communities like Clark Fulton, which we will be adopting the Clark Fulton Master Plan in conjunction with 25Connects because they are that intimate with respect to the Planning Commission adoption.

Twenty Fifth Street is identified as a key priority for a strategic partnership that we've developed with the Greater Cleveland Partnership. And we really look forward to accomplishing these things. There is a strong emphasis and commitment by the City of Cleveland to ensure that 25Connects happens. Our regulatory activity is in place. We will be adopting form based zoning before the end of the year, which is a new approach to zoning in the City of Cleveland, which fortified some of what you heard this morning with respect to 25Connects. This type of zoning will allow by right development to happen so that you don't have to jump through a lot of the hoops that you currently have to jump through in order to get 21st century development. And if we do this the right way, we believe that it will increase mode choice, that it will get bodies on our corridors and ultimately help increase ridership with the Regional Transit Authority. That is our goal.

Mr. Joyce thanked Director Collier for coming and for the collaboration from the city. He asked about the width constraints especially around Clark Fulton. How do we make that design work through that kind of neighborhood and how do we look in terms of the size of that street and our ability to make something work? Ms. Moss commended the presentation. She is concerned about the area between

Detroit and Lorain with the permanent structures. Meanwhile you have the restaurants pushing outlining valet space as well as during COVID they've taken over the street. How can we work with that? Maribeth said there is a committee meeting with Ohio City, Irishtown Bend, RTA and others looking at that intersection and the Irishtown Bend Park and how that all comes together. MetroHealth is a pinch point and we're working very closely with them. We're hoping they can provide some right away to us from the park.

Craig said we didn't show the whole BRT report today because it's about 230 pages. We didn't have a site survey so we can't confirm everything right now, but what we wanted to establish were two things? What does the guideway look like as far as 24/7 or peak period condition and then what walkability component needs to be in there? And that's why we created that baseline preferred station. It gets you that clear walk that also allows you in the shadow of where the shelter is, you can add additional terrace space etc. We don't have this condition everywhere and the Clark 25 is a great example, and so we wanted to know what is the absolute minimum. So we created that constrained station condition, which we don't have up here to show you what's the bare minimum we need on the transit operations with always the eye to the walkability piece.

As far as building phase to building phase we only have so much real estate so it's making decisions on what a complete street look like in this corridor? What's included in that modal? If we can accommodate that mode like a cycle track, for instance. How are we using our parallel streets for that? And then what are those cross streets opportunities? And we're basically building a guidebook when preliminary engineering comes forward to say you need to look at all of these conditions so that when they do their design, we're considering those holistic pieces. What I would encourage on the terrace side is can we come around the corners at strategic buildings? Can they go more off site or nearby. Finding ways to be creative with our public spaces and loosening those restrictions in a way that are creative and collaborative with our business community rather than a one size fits all condition because we have a very varied right away here across the corridors. We have to make sure we have a toolkit rather than one policy.

Mr. Collier said we have to rethink the street and rethink how real estate is divided up between modes. One thing that we understand is that public transit is here to stay and it's going to be here. But how public transit integrates with the different mode choices is going to be key. We haven't been in a situation like this since the turn of the century where you had horses and buggies. Cars and trolleys are in the street, so we're at a time where innovation is happening that fast. So now we're starting to look differently at what is the 21st century scenario. And that's what we're going to have to look at in order to be competitive. And this goal is to the issue around outdoor dining. I want to say that when we instituted outdoor dining, it was in response to a situation that cities were doing around the country with allowing additional space. Now many saw that as a precursor to the prospects of how you can rethink your streets. One of the things that we did here in Cleveland is we looked at various corridor types. And as we come out of COVID, which you're going to see is that our main streets, like 25th Street, although you see outdoor dining there now will probably not be included in our dining scenario long term because of the amount of traffic and congestion that is created as a result of it.

But when you look at W. 25th Street we're looking at secondary arterials such as Market Street, where you have small, intimate, less traveled streets with respect to vehicular traffic and looking at those strategically for outdoor dining spaces. Now there's varying opinions. And at the City of Cleveland, we often have to absorb all of those opinions, and come up with the right solution. But I think what's critical from the perspective of RTA from the city and all those involved is being flexible and being able to calibrate. We have to be able to be flexible and keep the lines of communication open so we can adjust. And this corridor is different in different sections.

Ms. Moss asked is it possible to have a bike lane or will you have to take that off. Ms. Feke said they are envisioning 25th to be a connector, so we're going to have a lot of connections back and forth through it, and then a cycle track will go behind it. They're working with Ohio City Bike Cleveland and everybody to shut the curb line for 25th to show where the bike lane is. They'll be a cycle track. Mr. Collier added that they are trying to create low stress scenarios and low stress means that the more you can have these cyclists away from the automobile, the better. And there are scenarios that exists where you're able to do that having protected scenarios for cyclists like you see on the Detroit Superior Bridge. But one thing that people need to understand, particularly those who are not avid cyclists is that you have a right to the road. And you can actually ride in the streets. And this is why you see a lot of re-striping projects that have the icon with the cyclists on the bike. But not every cyclist is skilled enough to ride in the street, so this is why we're looking strategically at where we can place low stress bicycle facilities that offer some protection and really give that distinction between the automobile driver and the actual cyclists itself. Mr. Joyce and President Lucas thanked the team and RTA.

RFP Procurement for Arc Flash Analysis

Mike Capek, Engineering Project Manager, Facilities and Jenn Martin, Contract Administrator – Construction and Engineering, gave the presentation.

An arc flash is the light and heat produced as part of an arc fault, a type of electrical explosion or discharge that results from a connection through air to ground or another voltage phase in an electrical system. An arc flash hazard analysis or risk assessment is a study conducted by a trained safety expert to evaluate electrical equipment and power systems in order to predict the potential for or incident energy of an arc flash. OSHA requires repeating this analysis every five years or whenever there are changes made to the electrical equipment.

Although rare, an arc flash can cause an explosion, emitting heat and debris. The hazard was first identified in 1981. In 1995, the National Fire Protection Association addressed it in the National Electrical Code, with updates since. The maintenance person needs the information on the arc flash label to ensure they are wearing the correct protective gear. Labels were required in 2002.

- Within the RTA System, there are:
 - Headquarters building
 - Seven rail / bus maintenance facilities
 - 30 rail passenger stations
 - 17 substations
 - 17 signal bungalows
 - 11 Park N Ride or Transit Centers

Three new substations have already been updated or in the process of being updated.

- Contractor's Scope of Work:
 - Visit each facility to ascertain equipment
 - Gather data from the utility
 - Complete short circuit and arc flash analysis
 - Evaluate re-fusing to reduce hazards
 - Update documentation as needed
 - Re-visit each facility and install new labels

He showed an example of a typical arc flash warning label that informs the maintenance person of the appropriate arc flash boundary and the incident and energy that he might encounter.

The Request for Proposal (RFP) was issued April 26, 2021. It was accessed on the GCRTA website by twenty-seven (27) interested parties. Five (5) firms submitted proposals and three (3) firms were interviewed. The evaluation panel members consisted of several RTA departments using selection criteria. The most technically qualified vendor is Tec Inc. Engineering & Design, Eastlake, Ohio. A 4% DBE goal was assigned to this project. The goal will be met by utilizing Tucker-Grubbs Construction. Tec Inc. Engineering & Design has successfully completed projects for the GCRTA, Laketran, The City of Cleveland, Lubrizol Corporation, University Hospitals, and The Ohio State University, among others. Tec Inc.'s personnel are experienced and familiar with the GCRTA system as a consultant and in providing quality deliverables.

Staff Requests that the Operational Planning and Infrastructure Committee recommend award to Tec Inc. Engineering & Design for Consultant Services for the GCRTA System-Wide Arc Flash Analysis. The contract is not to exceed \$329,203.00.

Ms. Moss asked why the contract amount is 18% above the engineer's estimate and if we have the budget to accommodate that. When she initially received the proposal from Tec Inc., they were 80% above the estimate. After talking to the vendor, they decided that some of the systems and areas they need to visit won't be as time consuming as a substation or rail maintenance facility. They are dealing with a comfort station that may only have one label on the electrical piece or a platform that may have a light they require a label on. They went through a thorough detail of each station and determined how much time they would be at that station. They have negotiated 34% of the original estimate with a savings of \$172,000. Mayor Koomar asked if this will be performed on all electrical items. Mike said that every station would be reviewed to verify equipment requiring arc flash analyses.

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

RFP Procurement for Special Bridge Inspections

Kirk Dimmick, Project Manager – Bridges and Lou Catalusci, Contract Administrator-Construction and Engineering Procurement, gave the presentation.

We have about 140 plus crossings. About half are RTA's responsibility. There are 97 total bridges they look at annually. About half of that are the special bridges. Most of them are in the east. A few are on the west. This is a biennial program. It's regarding the hands-on inspect of the Steel Tension Non-redundant (STEN) members within service load paths. Hands-on means you have to be closer than standing on the ground or up on a ladder looking across at the bridge elements. You have to have your hands on the elements that are intentioned. These are all steel bridges. They are non-redundant, which means they have less than 4 load paths within the structure. They might have two main elements where they are looking at all of the members that are carrying a service load. Most of these are rail bridges. A few are highway service bridges that bring staff into the Central Rail Facility. This is done to meet Federal requirements by providing a biennial STEN Inspection Program.

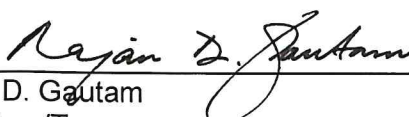
The goals of the inspection program are to discern if a critical finding exists and following procedures for each asset and record findings for subsequent inspection teams. A critical finding is a deficiency on the steel structures that would put the public at risk. RTA bridges are very robust and well maintained so he is not anticipating they will find anything. Any findings are documented with electronic databases. They take photos, measure suspect areas and then monitor those. Hard copies are to follow.

The RFP was issued on May 3, 2021. It was accessed on the GCRTA web site by thirty-seven (37) interested parties. Four (4) firms proposed and four (4) firms were interviewed. This was a Brooks Act procurement where a panel of RTA employees evaluate technical proposals, conduct interviews and negotiations are entered with the top ranked proposer. The panel was comprised of several RTA department. The recommended vendor is Burgess & Niple, Inc. Columbus, Ohio. They have a local office in Painesville that will provide man power for this project. The 18% DBE Goal will be met by utilizing 2LMN, Inc. and Denise's Flagging. Both have worked on RTA projects in the past. Burgess & Niple has successfully completed projects for Oklahoma DOT, Lake County, and ODOT, among others. They have prior work on Special Inspection projects and have experienced/qualified staff. Staff requests that the Operational Planning & Infrastructure Committee recommend award to Burgess & Niple, Inc. for Engineering Services for Special Bridge Inspections. The contract is not to exceed \$325,843.02.

President Lucas asked if the new bill in Congress, if passed qualify to fund any of our bridge projects. Mr. Schipper said yes the new bill will have some substantial federal funding for the next five years which would help us in our upcoming bridge construction and inspection program. There is a piece in the legislation that applies to rail cars. Ms. Birdsong added that we are working with our state and federal advocacy groups. We've been successful in getting local support for funding. We just drafted a support letter for light rail funding. Mr. Joyce asked what the general rule is discerning which is our responsibility as far as the bridges and crossings. Kirk said most of the crossings are easy to discern as RTA's. They are well marked. Some are by agreement and not easily discernable. Most of the access structures are buried at our Park N Rides. You wouldn't see them. They are over some streams to the west at the Westlake Park N Ride. Of the 97 bridges, 64 are rail bridges. We own a utility bridge that's over our right away where the old Rockefeller bridge was.

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

The meeting was adjourned at 10:06 a.m.



Rajan D. Gautam
Secretary/Treasurer



Theresa A. Burrage
Executive Assistant