

Minutes

RTA Operational Planning & Infrastructure Committee

9:22 a.m. September 14, 2021

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

Other Board Members: Koomar, Lucas, Weiss **Not present:** Duarte, Joyce, McCall (virtual)

Staff: Benford, Birdsong, Burney, Catalusci, Caver, Coffey, Cottrell, Dangelo, Davidson, Dimmick, Fields, Gautam, Gettings, Ghanem, Johnson, Lively, Miller, Mothes, Muti, Petit, Sutula, Talley, Tarka, Togher, Walker-Minor

Public: Gibbons, Loh

The meeting was called to order at 9:22 a.m. There were four (4) 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 in the meeting notice.

CMSD Agreement

Mr. Serrano asked to be recused due to his employment with CMSD. John Togher, Director of Accounting made the presentation. Since 2006, CMSD has had agreements to purchase discounted student fares from RTA. In 2012, CMSD converted from fare cards to picture ID cards. The ID cards were used until the 2020-21 school year. As a result of the 2020 pandemic, they reverted back to the two-trip student fare cards. As in the past, for the 2021-22 school year, they wish to make public transportation available to its enrolled students Grades 6-12.

- Agreement Terms: August 1, 2021 - June 22, 2022
- GCRTA will provide 2 Trip Student Farecards.
- The CMSD Board of Trustees approved this agreement on August 24, 2021.
- Discussions for the 2021-2022 program began in April 2021.

Highlighted Terms of Agreement:

- 2,400,000 student farecards.
- Total value of agreement: \$3,840,000.
- This agreement represents a 3.5% increase (per student farecard) over the 2020-2021 agreement.
- Overall agreement is similar to prior year.

The 2.4 million farecards represents a 2 million student fare card increase from the 2020-21 school year. This increase is a result of the in person learning planned for the 2021-2022 school year and it provides CMSD with more flexibility. Most of the 2020-21 school year was remote learning.

Staff requests that the Operational Planning & Infrastructure Committee recommend to the Board of Trustees the approval of the Intergovernmental Student Transportation Agreement with CMSD for the 2021-22 school year, and ratification of the CEO's action to provide the student farecards to CMSD prior to the beginning of the school year.

It was moved by Ms. Pellot, seconded by Mayor Byrne. Mr. Serrano recused himself. There were three (3) ayes and one recusal.

RFP Procurement for On-Call Bridge Engineering Services

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

This is their 2nd round of the two-year project. It will be used:

- Perform bridge engineering including analysis, inspection, evaluation and design to support GCRTA staff.
- Work is by task order assignment.
- Total task orders not to exceed \$300,000 over a 24-month term.
- Both highway & railroad project assignments

The current round is ending in November. Anticipated projects:

- Preliminary engineering type study to remove the Flyover Access Bridge, Red Line east near Stokes Blvd.
- Hands-on inspection of weld details within the main structural beams of the track bridge over Brookpark Road, Red Line west.
- Projects with external agencies/ODOT.
- Other projects as assigned.

The RFP was issued June 7, 2021. It was accessed on the GCRTA web site by thirty-eight (38) interested parties which included primary consultants and sub consultants. Two (2) firms proposed. Two (2) firms were interviewed. This is a Brooks Act procurement where it's determined by a panel who is most technically qualified to do the work. The recommended vendor is:

- Osborn Engineering, Cleveland, Ohio
- 4% DBE Goal will be met by utilizing:
 - American Roadway Logistics
 - Barr Engineering
 - Denise's Flagging
 - Lawhon & Associates

Osborn Engineering has successfully completed projects for CSU, City of Akron, NASA and ODOT, among others. They have prior work experience on transportation projects and have an experienced/qualified staff. Staff requests that the Operational Planning & Infrastructure Committee recommend award to Osborn Engineering for On-Call Bridge Engineering Services II. The base contract is not to exceed \$300,000.00 for 24 months.

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

Emergency Procurement – Waterfront Line Bridge Emergency Repair

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

Back in May, he presented on this project awarded to Hardesty and Hanover to perform the rehab design of this bridge in the East Bank of the Flats. The first thing they were to do in the inspection was to determine if we could continue to run trains. They had to do a close up inspection. We've had monitoring in place for some time now. A remote transmitter records and sends information back to them. When the crew went out with H&H, they knew the line was out of service due to a TC project. They found and didn't expect the cracks to grow in length. They had been monitoring the size. This resulted in the emergency. They are recommending we put in temporary shoring towers prior to temperature changes by the end of Oct/Nov.

The towers will mimic the appearance of the steel peer towers. The towers range from 10ft to 20ft. They are predesigned ready off the shelf elements. A frame has to be put on top. The temp towers can be moved in in modular assembly. They are 10x10x10 square cubes. They will be about 30ft away from the existing peers. The silver lining in this emergency is they gave us an evaluation as to whether this could be fixed. They feel strongly that the shoring can be implemented until the rehab project is put into place next year. They will be up for about two years to get through the full rehab project. They are adding steel elements to strengthen the structure. They need concrete anchorage blocks to attach to the existing structure. The towers will help us now and can be used for the rehab project. They will be up as long as two years.

This emergency falls under Section 306.43 (H)(1)(a) which states that competitive procedures are not required when a real and present emergency exists affecting safety, welfare, or the ability to deliver transportation services. GCRTA Procurement Manual contains procedures for emergency procurements. In accordance with those procedures, the need for the emergency work was presented to the President of the Board of Trustees. Approval was given to proceed with the emergency change order to Contract No. 2020-163 with The Ruhlin Company, pending ratification by the Board of Trustees. Staff requests that the Board of Trustees ratify Change Order No. 6 to Contract No. 2020-163 with The Ruhlin Company for Emergency Shoring of the Waterfront Line Bridge in an estimated amount of \$717,100.00.

Mayor Koomar asked for the source of the funding. Rev. Lucas received a number of calls about this since service to Browns Stadium will be affected. He suggested there be more publicity. Mr. Schipper said when the Board approved the CIP in May, they put in a budget of \$6 million for the Waterfront Line bridge. It is budgeted. The money will just be spent sooner. We'll get the value of the towers when we do the work next year. Natoya Walker-Minor said last week they created a media plan. They created a list of 30 stakeholders. They made calls to the Cleveland Brown, Mayors & managers, County Executive, Amtrak, Norfolk Southern, and others. The press release was sent after that. So far, she had four interviews with local media. One item they did not get to was a media briefing where by inviting people in to hear the details of the project. Rev. Lucas was in favor of the media briefing. Ms. Moss added that the message should include that if trains continue to run on the line, the bridge could collapse so it is a safety issue.

Ms. Birdsong said they will circulate talking points to the Board. We had good reception from stakeholders who understood that safety was paramount. Mr. Serrano asked if another contract will repair the bridge. Kirk said the advantage of the towers is they will be permanent and part of the contract when the next project is bid. We'll get some value back and the contractors will recognize that in the subsequent bid. Ms. Pellot asked when the new bid will be released. Kirk said in 2022. The full project should be complete sometime in 2023. But there will be some lead time with the strengthening materials. The contractor will not order these until their plans are approved and they are fully engaged in the contract. The materials can't be ordered ahead of time because it is a specialized system determined by the contractor.

Mayor Weiss asked if the cracks are in all areas of the bridge and the cause of the cracking. Kirk said there is never one smoking gun due to the complexity of the bridge design. Over time, with maintenance, standard wear and constraints, it's pulling itself apart, which they didn't anticipate would progress. The service trains were off the structure. It should carry its own weight. When there are sheer cracks they are less predictable than steel. There are four critical locations. Ms. Moss asked if the contractors are guaranteeing the stability of the towers. Kirk said they are nationally recognized and have work under their belt. The current lead recommended and designed other bridges that are well known. They will provide plans that are professionally stamped that their design will work. It won't be a new 75-year life bridge, but it will give us more than 25 years' life out of the repairs. It is far less expensive than demolishing the bridge and reconstructing it. These are not easily torn down because of the way they were constructed.

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

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



Rajan D. Gautam
Secretary/Treasurer



Theresa A. Burrage
Executive Assistant