

Minutes

RTA Operational Planning & Infrastructure Committee

9:28 a.m. November 9, 2021

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

Other Board members: Duarte, McCall, Weiss **Not present:** Koomar, Lucas

Staff: Becker, Benford, Birdsong, Bober, Caver, Coffey, Dangelo, Dietrich, Fields, Freilich, Garofoli, Gautam, Harris, Johnson, Krecic, Manning, McGervey, Miller, Peganoff, Schipper, Talley, Walker-Minor

Public: Gibbons, Loh

The meeting was called to order at 9:28 a.m. There were five (5) 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.

Negotiated Procurement for Occupied Zone Warning System

Kathleen McGervey, Resident Engineer, Shawn Becker, Contract Administrator and Steve Peganoff, Directory of Safety gave the presentation. The Right of Way Worker Protection Program has used this propriety technology warning system contained in the Occupied Zone Warning System to alert track workers & train operators on approach of each other since 2014 to keep them safe. We have a combination train mounted transmitter/receiver – audio & visual alarm installed on all trains that communicate and warn rail operators and people that work at track level of the approach of each other. As the train approaches a work zone an audio/visual alarm sounds alerting the track workers and rail operators of the presence of the workers and on coming trains.

Safety Equipment:

- Portable Light & Horn Warning Device – placed in work zone
- Track Worker Vibrating Arm Bands (P.A.D.)

Last year we sustained a collision in the junction where we had been operating safely per industry standards for many years. Unfortunately, human performance and procedures broke down at this singular risk location. As part of the investigation, they proposed an engineering enhancement utilizing this current technology to help our control center supervisors to detect trains approaching work zones and the junction, enabling them to manage a first in, first out flow of traffic flow of the trains and help mitigate the potential for a repeat incident where the Blue Line intersects the Green Line. This corrective action was approved by ODOT as part of their investigation.

Shaker Junction has wayside signals that do not communicate with the Integrated Communications Center (ICC) Supervisors. There is no interlocking – “an arrangement of signal apparatus that prevents conflicting movements through...tracks such as junctions or crossings” - at Shaker Junction. That is why they want to add some extra layers of protection. Installation of a Protran system will notify the train operator with an in-train system that shows train movements through the junction to the

ICC and notifies train operators "Train at Shaker Junction". There will also be flashing lights wayside and a screen in the Control Center. The current operations is that the train operator comes eastbound to the junction. They have to select a route, ask the push button box at signal 100. Once they select the route, they must wait for the signal to tell them the switch is in the right place. In this location, they operate under what is called the End of Block Operations requiring them to stop within one-half range of their vision.

As Steve mentioned, there are systems already in the trains. Protran can help prevent accidents at Shaker Junction by an "Occupied Zone System". They have wayside boxes that will communicate with the existing infrastructure in the trains. They can use the existing on-train ProTracker system and add wayside units to alert train operators when a train is stopped at or approaching the occupied zone." Protran will provide software to run at the ICC, Tower City, RDHB and Woodhill District. Events will be logged. It will show a schematic of Shaker Junction with indications of current activity.

This is a sole source with Harsco Rail, LLC. Ohio Revised Code 306.43 (H)(3) deems this a sole source. Currently every rail vehicle has ProTran ProTracker devices in it. This includes 70 vehicles plus spare equipment. This is proprietary equipment and software which is the original installer and provider of Protran ProTracker on-board detection system. We will be getting additional proprietary equipment that will communicate with existing equipment. Ohio Revised Code 306.43 (H)(6) deems proprietary equipment and software.

Procurement requested a proposal August 20, 2021. A proposal was received September 8, 2021. Proposal was reviewed by representatives of Engineering, Safety, Power & Way and Procurement. After several rounds of negotiation, a final proposal was received on October 18, 2021. A 0% DBE Participation goal was assigned due to the proprietary nature of the equipment and software.

Firm's Experience:

- Established in 1909
- Global leader in track maintenance and construction
- Global customer base of >125 railways
- Protran Technology – leader in Secondary Advanced Warning Technology
- Protran ProTracker technology currently on all GCRTA trains

Clients include GCRTA, Port Authority Pittsburgh, PA, ETS Edmonton Transit Canada, VTA, SACRT, RTD Denver, SEPTA, LAC Metro, MDOT MTA, Metro North, CSX, Alstom OEM, Siemens, among others. Staff requests that the Operational, Planning & Infrastructure Committee recommend an award to Harsco Rail, LLC to provide an Occupied Zone Warning System in a negotiated amount not to exceed \$335,000.00. This purchase will be funded by a FTA Capital Grant.

Ms. Pellot asked how far in advance the signal is sent and is it up to the operator to make that stop. Ms. McGervey said it is at the location where the train intercepts the beam. That is when the signal will be sent to the train operator and the lights will flash. It is not far in advance but with our headways, it should be fine. There will be flashing lights and notification inside the train. The trains have already been operating line of sight in this location. This is an added layer of protection. The trains also operate at a restricted speed of 15 MPH. The control center supervisors will see this on the display in real time. Once there is a train in the junction, another approaching operator would have to pay attention and stop the train.

Ms. Moss noticed the contract amount exceeds the engineer's estimate by 5%. She asked if this is pause for concern and will this affect funding of other projects. Mr. Becker said the original proposal came in a quite a bit over estimate. They engaged the vendor to get clarification. They had four rounds of negotiations to get it within 5% of the independent cost estimate. Mr. Schipper said in the

CIP they have a Signal System Program line item that is a multi-year line item for a few million a year. Other projects will come in under budget. This is one of many projects under this program. He spent time with the vendor to get the price where it is now. He believes staff did a good job and that it is a fair price. They can manage the price within the budget. Ms. Birdsong said this is an additional safety layer. She believes it is prudent to have an engineer's solution to the collision that happened at Shaker Junction on top of the current system that is supported by ODOT.

It was moved by Mr. Serrano, seconded by Mayor Byrne. There were five (5) ayes and none opposed to move this to the full Board.

The meeting was adjourned at 9:44 a.m.



Rajan D. Gautam
Secretary/Treasurer



Theresa A. Burrage
Executive Assistant