

Minutes

RTA Operational Planning & Infrastructure Committee

9:50 a.m. September 13, 2022

Committee Members: Welch (Chair), Moss (Vice Chair), Pellot, Weiss (added)

Other Board Members: Biasiotta, Koomar, Lucas, McCall

Not present: Joyce

Staff: Becker, Benford, Biggar, Birdsong, Burney, Catalusci, Caver, Dangelo, Davidson, Dietrich, Dimmick, Feke, Fields, Fleig, Garofoli, Gautam, Kirkland, Manning, Miller, Mothes, Piggery, Schipper, Sutula, Tarka, Temming, Togher, Walker-Minor

Public: Clerebiej, Gibbons, Hewitt, Loh, McDonnell, Moss, Ortiz

The meeting was called to order at 9:50 a.m. Four (4) committee members were present. Mayor Weiss was added to this committee to allow for a quorum because Ms. Welch will need to recuse herself from the CMSD Agreement discussion and vote.

IFB Procurement for Waterfront Line Bridge

Kirk Dimmick, Engineering Project Manager-Bridges and Lou Catalusci, Contract Administrator, gave the presentation. Last year the design of the bridge was presented. Today's presentation is on the construction. The bridge is in the East Bank of the Flats. The bridge is 645 ft. long.

History of Work/Study

- The Waterfront Line construction complete in 1995
- MSE Wall repairs implemented 2019
- No significant bridge rehabilitation work to date
- In-depth inspection highlighted need to rehabilitate
- On-going bridge crack monitoring continues to measure changes in condition over time, loads and temperature

Complex Findings

- Bridge type: Curved Post Tensioned Segmental Box Girder
- Bridge type is unique to GCRTA. ODOT has few in-service.
- Expert studies by independent engineering groups have found similar problems among early pre-2000 bridge designs nationally.
- Various cracks in primary concrete members.
- Tightly curved bridge & rail geometry add to complexity of repair.
- Over an active NS mainline track.

Project Objectives

Extend service life of bridge and adjoining Mechanically Stabilized Earth walls (MSE) by 25 years minimum. The project will:

- Allow the Authority to restore services along the Waterfront
- Strengthen primary structural members to carry future rail loads
- Provide proper expansion/contraction of bridge & rail
- Deliver solutions which least impact NS operations

Last fall they discovered the cracks growing in the bridge. Service was interrupted. Without service, the cracking continued so they implemented a Phase 1 solution to temporarily support the structure. In the proposed project they will add external tendons with post tensioned bars. They will install new

concrete deviation blocks. They will repair the MSE walls. They will repaint and replace the rails. It will take 300 days to complete.

Procurement Summary

The invitation for bid was issued July 18, 2022. It was accessed on the GCRTA web site by sixty-seven (67) interested parties. Two (2) firms submitted a bid. The lowest responsive and responsible bidder was The Great Lakes Construction Co. A 12% DBE participation goal was assigned to this project and will be achieved by utilizing Flatrock LLC, Intelligent Polymer Solutions, LLC, JPCO, Inc., RAR Contracting Co., Inc. and Rockport Ready Mix, Inc. The Great Lakes Construction Co. has completed projects for GCRTA, ODOT, the Akron-Canton Airport, the Port of Cleveland, and Indiana Department of Transportation, among others.

Staff requests that the Operational Planning & Infrastructure Committee recommend award to The Great Lakes Construction Co. for the Waterfront Line Bridge Rehabilitation. The base contract is not to exceed \$8,481,900.00. President Lucas asked when the project would be completed. Mr. Dimmick stated it would be finished by the fall of 2023. Mayor Weiss asked what the life span of the bridge will be and what the MSE was. Mr. Dimmick said it is a 50-year span. The MSE is a mechanical earth stabilized wall. It was moved by Mayor Weiss, seconded by Ms. Pellot and approved to move it to the full Board.

CMSD Agreement

Ms. Welch recused herself from this topic because of her relationship with CMSD. Ms. Moss as vice chair presided over the meeting. John Togher, Director of Accounting gave the presentation.

CMSD is the largest school district we have a transportation contract with. CMSD has had agreements with RTA since 2006 to purchase discounted student fares. CMSD wants to make public transportation available to its enrolled students in Grades 7-12. The agreement term is from 2022 - 2023 school year. June 23, 2023 is the end date. This agreement represents the transition back to the Student ID pass-cards that were used pre-COVID.

GCRTA provides magnetic stripe farebox compatible picture ID cards with certain blackout dates around CMSD's school holidays.

Highlighted Terms:

- 13,000 student ID cards/passes: \$3,658,000
- 100,000 two (2) trip tickets: 160,000
- Total value of agreement: \$3,818,000
- This agreement represents a 4.5% increase (per ID student pass) over the last student ID pass agreement 2019-2020.
- Any tickets provided for services over and above this agreement will be at \$1.75/ride.

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 2022-23 school year, and ratification of the CEO's action to provide the student passes to CMSD prior to the beginning of the school year. Ms. McCall asked if the 4.5% increase relative to our new fare cards. Ms. Togher said the increase was from the 2019-2020 school year. Last year they paid \$1.60. The fare card is available from 5:30 a.m. to 8:30 p.m. The card is worth \$280 per student/per year. Ms. Moss added that this is a good partnership. It was moved by Ms. Pellot, seconded by Mayor Weiss. The roll was called. There were three (3) ayes and one abstention from Ms. Welch.

TOD Update

The presentation was made by Maribeth Feke, Director of Programming & Planning, Patrick Hewitt, Cuyahoga County Planning Commission and Matt Moss, City of Cleveland, Planning Commission. The presentation is on the Transit-Oriented Development Zoning Study. No action is required.

Transit is the most important part of TOD. It creates investment, redevelopment, jobs, housing, enhances ridership and revenue for RTA. It's location near transit connects communities, people to jobs, home, appointments, and other destinations in an efficient and effective manner while supporting sustainable, equitable development patterns. RTA has no power over land use and regulatory on any of the 59 communities we serve. Thus, partnerships and education on TOD is essential for our projects to prosper. RTA has a long history in TOD. We have TOD policy and guidelines. Our TOD projects include Tower City, Head Start at Windermere Station, Aspen Place at W.65th Street Station, Van Aken on the end of the Blue Line, the \$9.5 billion of investment on the HealthLine and several others. Last October, RTA completed the 25Connects TOD plan for E. 25th Street which was adopted by the City Planning Commission. This sparked a renewed interest in TOD planning. Cuyahoga County reached out to form a partnership with RTA and the City.

Cuyahoga County

The project team is comprised of leaders from the City, County, GCRTA, Shaker Heights and Fairview Park. TOD projects include key elements: proximity to transit, mix of uses, appropriate density, close to the street and limited parking. There are many benefits to develop these developments. It stimulates local economy, improves public health, and promotes sustainability. They have noticed in communities there is uncoordinated development. They find that zoning does not allow modern TOD projects. In 2007, RTA developed TOD guidelines and best practices. In 2016, NOACA developed scorecards and an implementation plan.

In 2021, RTA did a Priority Corridor Update. In 2021 RTA and Cleveland worked on the 25Connects plan. The project goal is to improve zoning regulations and governmental policies to attract more transit-oriented development to key corridors in Cuyahoga County. What's missing is Corridor Land Use Strategies, Coordinated Zoning, and Incentive Strategy. They have looked at various corridors based on four factors: Social routes, GCRTA priority routes, densest routes and train and BRT routes. They are looking at 22 different corridors that touch significant portions of the 26 communities in Cuyahoga County. Walksheds count for 19% of the County's land area. But they count for 29% of the County's jobs; 35% of the County's population; 47% of the County's non-white population; and 54% of the County's population under poverty

They looked at land use, zoning, and land cover and 42% of land along the frequent transit corridors are used for single family residential. Only 10% is used for commercial development. And 53% of land along the TOD corridor is zoned for single family residential. Looking at land cover, 17% of the land is covered by buildings, but 45% is used for parking and paved areas. They looked at walkability based on setbacks, height, age, and lot coverage to think about how roads connect. They found that communities with the best walkability have multi-story buildings close to the street where parking is limited. They looked at developments that added more than \$1 million of development value from 2011-2022. More than \$6 billion of value was added in Cuyahoga County from 2011-2022. Almost \$3.5 billion was in TOD areas. The average was \$310 million in TOD areas annually. If they build these correctly, that can support our transit system.

They have spoken to the communities along these TOD corridors. Eighty-two percent of these communities said that TOD is a high priority. Sixty-seven percent said they are somewhat or not prepared to attract TOD. Parking requirements, setback, permitted use, height and design requirements was the top obstacles to zoning. One hundred percent said they'd like to continue the

conversation about TOD. They have a four-phase process. They are in the first phase looking at the state of TOD. The remaining phases include Analysis of TOD Zoning; Model TOD Zoning and TOD Financing Strategies. In addition to their partnerships with Cleveland, Shaker Heights, and Fairview Park, they have interviewed Lakewood, Euclid, and Cleveland Heights. They have had peer conversations with Minneapolis, Raleigh, Indianapolis, Denver, and Pittsburgh. Moving forward, Phase 1 will be completed by October. Some educational sessions are planned before they move into the next phases.

City of Cleveland

The City of Cleveland has looked at how communities are set up for TOD. This work is parallel to the county work to make this a regional effort. They want to support TOD as it aligns to their policy goals. TOD means building things people want near frequent transit. City of Cleveland TOD goals include Vision Zero Cleveland, more accessible, more equitable, more climate-friendly and healthier Cleveland. They have done initial analysis of the preparedness of Cleveland for TOD. They looked at housing and job access. They used data from the 2020 census. It compares census blocks and neighborhoods to what the FTA defines as density that are supportive of the kind of transit provided in the region.

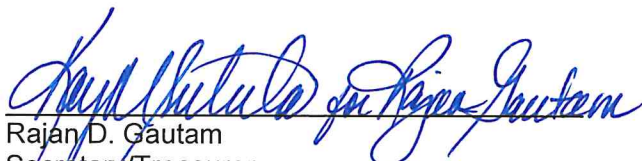
They showcased Detroit Shoreway in the story map. Over 86% of the land area is served by high frequency transit. There has been a lot of housing development (1,200 units) since 2015. According to FTA, this neighborhood needs 18,000 more housing to be transit supported. The major employers in the region are downtown, University Circle and W. 25. Job locations are important because most people leave their homes to go to work. Are we evaluating where the jobs are located and if they are near transit? The county is doing a good job of organizing how other regions are using local and regional policies to incentivize and promote transit use as a viable means for employers and employees to access those job locations.


They see TOD policies supporting their vision to be a city with 15-minute neighborhoods in it. This means to build neighborhoods where residents can access their needs within a 15-minute walk, bike, or transit trip. They see transit as a strong foundation. Transit meets all their goals and is a vital connection between the neighborhoods. They want to promote, model, and learn from peer communities in the county. They want to align their regulatory tools to support TOD. Zoning is a huge focus. They also want to look at economic development incentives. Roughly 82% of housing in Cleveland was built before 1970. The city has a lot of catching up to do to provide modern, safe and attractive housing regardless of income or ability. They want to look at prioritizing city financial support for investments that support these goals. They want to look to establish a Transportation Demand Management culture and regulations. They plan to continue to invest in the partnership with the city and surrounding communities.

President Lucas said this was one of the best presentations he's heard and thanked them for the presentation. Ms. McCall echoed the President. She asked for the difference between TOD and TOC. Ms. Feke explained that TOD is a project, development, and real estate mixed use deal. TOC are priority corridors and communities that have a certain level of transit. Mr. Hewitt said TOC and TOD is defined by the different communities. Mr. Moss added that they have partnerships with multiple TOCs. TOD policy in a transit-oriented community means allowing accessory dwelling units. Ms. McCall said this presentation should be done for the neighborhoods and at a NOACA meeting. Ms. Welch agreed with Ms. McCall. It's important to explain this to the neighborhoods. President Lucas would like the presentation to be made to the City Community Relations Board. Ms. Birdsong added that TOC is a byproduct of TOD. TOD is the initiative to create resources around transportation. TOC focuses on a walkable environment so that transportation is used at a higher rate.

Ms. Pellot asked if there is a timeline for when retail is in place. Developers sell the retail component to the public, but it doesn't happen all the time. Ms. Hewitt said it's guided by the market. We have more retail than what we need due to increased online shopping because of the pandemic. Looking at zoning and land use strategies helps to create retail so that it will flourish. Funding is needed to support projects. Mayor Weiss is impressed by the data that is used to guide TOD projects. TOD is good for the environment, sustainability, efficiency, economic development, job creation, and public transportation. Success in development brings additional development. Communities can focus on other things like equity, accessibility, and inclusion.

The meeting was adjourned at 11:01 a.m.


Rajan D. Gautam
Secretary/Treasurer


Theresa A. Burrage
Executive Assistant