

Minutes

RTA Operational Planning & Infrastructure Committee

9:03 a.m. January 9, 2024

Committee Members: Welch (Chair), Koomar (Vice), Love, Sleasman

Other Board Members: Biasiotta, Lucas, McPherson, Mersmann, Weiss

Not present: None

Staff: Basso, Becker, Birdsong Terry, Bober, Burney, Campbell, Caver, Dangelo, Davidson, Dimmick, Feke, Fesler, Fields, Fleig, Garofoli, Gautam, Hudson, Jones, Jupina, Kirkland, Laule, Lewis, Lively, Martin, Marotta, Miller, Moore, Ponder, Rusnov, Schipper, Shaffer, Swetel, Talley, Temming, Togher, Walker Minor,

Public: Broadwater, Eikich, Emling, Fischer, Gibbons, Loh, Snell

The meeting was called to order at 9:03 a.m. Four (4) committee members were present.

East 79th Street Light Rail Station ADA Reconstruction

Brian Temming, Quality Assurance Manager, Project Support and Ken Emling, Director of Public Architecture with Bowen gave the presentation. No action is required today.

Project Overview

- East 79th Street Light Rail Station was rebuilt in the early 1980's and serves GCRTA's Blue and Green light rail lines and has reached the end of its useful life
- Primary purpose of this project:
 - Rehabilitate the station and bring it into ADA compliance.
 - Improve connections into the neighborhood and provide Transit Oriented Development opportunities

Transit Oriented Development

- The E. 79th Light Rail Station offers an opportunity to attract high-quality, mixed-use development
 - Benefits existing residents and workers
 - Attracts new residents, new jobs and new opportunities to the area.

Environmental Justice

- E. 79th Street Light Rail Station is located in an area of Environmental Justice concern
 - Minority Population is > 30.73%
 - Population below Poverty Level > 13.47%
- In 2023 The GCRTA has invested \$18.6 million on project in EJ zones.
 - This accounts for 77% of money spent on major projects

Opportunity Corridor Investments

<u>Projects</u>	<u>Investment</u>
1. East 79 th Street Red Line Station	\$6,726,718
2. Wayside Signal Design – East 79 to Shaker Square	\$ 250,000
3. East 79 th Street Light Rail Station	\$10,000,000
4. Consolidated Train Dispatch System Replacement	\$3,575,474
5. East 75 th Light Rail Interlocking Reconstruction	\$3,531,000
6. Redline Fiber Optic Upgrade – East 55 th	
7. Redline Fiber Optic Upgrade – East 79 th	
8. Redline Fiber Optic Upgrade – East 105 th	
Total Redline Fiber Optic Upgrades	\$6,115,000

Project Site Map

- The station is elevated above the street level, accessed by a single stairway off E. 79th St.
- South of the station is Hillside Community Park

Design Elements/Existing Conditions

- The entrance is to serve as waiting environment for the GCRTA No. 2 bus route
- Provide ADA compliant crosswalk
- Provide provisions for the installation of a bus shelter on the east side of E. 79th Street
- Provided covered access, via stair/ramp, from E. 79th Street to the station's platform
- Provide access between Hillside Community Park and the Station
- Provide two new light rail platforms for the eastbound and westbound tracks
- Provide ADA compliant pedestrian grade crossing for access between platforms
 - Trackwork was replaced as part of the Light Rail Track Rehabilitation Program in 2021

Bowen studies the site and neighborhood prior to any project. They presented several design options. They decided on Option 5 which has a curved design. There would be a pause point halfway up the pathway. Customers can access the station from E. 79th and the walkways in Hillside Park. It will have three canopies. It will include sitting, stairs and a ramp. There will be some retaining walls for public art.

Project Budget/Schedule

- Construction Estimate: \$8,100,000
 - Funded through All Stations Accessibility Program (ASAP) Grant
- Anticipated Project Schedule:
 - Design: August 2023 to October 2024
 - 420 days from NTP
 - Bidding: November 2024 to February 2025
 - Construction: March 2025 to September 2026
 - Approximately 18 Months

Community and Stakeholder

- Stakeholders Involvement:
 - Conceptual Design Workshop: October 25, 2023
 - GCRTA User Departments
 - City of Cleveland
 - Burten Bell Carr Development Inc.
 - Public Meeting:

- Working to schedule in January
- GCRTA Community Advisory Committee
 - Working to schedule in January

Ms. Welch thanked the team for their work. Mr. Sleasman asked if there was discussion with the City of Cleveland about the redesign of E. 79th Street. Mr. Temming said that project is a few years away. They anticipated some bump outs. They have had conversations with the Planning Commission. There will be some enhanced sidewalks, artwork and additional lighting. Some of the design ideas were suggested by the City. They will engage the community and Burten Bell Carr on the artwork. President Lucas commended the team. This station was on his list of stations that needed an update. Mr. Love asked if any community engagement would be with the Paratransit community. From lessons learned, they have switched from elevators to ramps which came from the disabled community. They will include the CAC once they start meeting again.

RFP Procurement for MetroHealth Line Bus Rapid Transit (BRT)

Joe Shaffer, Director, Engineering & Project Development and Jenn Martin, Contract Administrator II, Procurement gave the presentation.

Project Overview

The goal of this project is to construct an FTA funded BRT on W. 25th Street from Detroit/Superior Bridge, approximately four miles south to Broadview/State/Pearl Road split.

- Approximately four miles
- Traverses five neighborhoods
- GCRTA priority corridor
- 1.7M boardings (2019)
- 44 curbside stations
- Traffic signal enhancement
- Community-led involvement

Three Processes:

1. Planning – W. 25 Connects
2. Design/Engineering – including NEPA & Section 106
3. Construction – Future IFB(s)

- Achieve compliance with NEPA & Section 106 as demonstrated by FTA concurrence
- Documented categorical exclusion with Section 106 compliance
- Environmental justice community
- Transit-oriented development coordination with City and development organizations

Bilingual (English-Spanish)

- Meetings/Presentations/Documents
- Signage
- Website

Shelter Design - in house by GCRTA

- Determine final number and locations
- Family of shelter sizes/amenity packages
- Appropriate to area context
- Modern, light, type of structure
- Continue engagement with customers

- Concrete bus pads at all stops

Project Plans

- Complete survey including adjacent building, access, and parking
- Develop roadway, intersection & drainage profiles, and cross-sections
- Develop signal plans – Transit prioritization along the corridor
- Lighting and utility plans as necessary
- Participate in design public meetings
- Design landscaping along corridor where possible
- Develop cost estimate & schedule
- Create 100% construction bid documents
- Assist during bidding
- Assist in construction administration

Schedule (calendar days after NTP):

- 14 days for design schedule and QA/QC Plan
- 90 days for field survey
- 180 days for conceptual (30%) design
- 180 days NEPA documentation submittal
- 330 days preliminary (60%) design documents
- 450 days construction (90%) documents
- 540 days completed (100%) construction documents
- 570 days bidding documents
- 600 days for bidding services
- 10 business days after bid submit conformed set to include all addendums
- 730 days for construction services

Procurement Overview

The Request for Proposal (RFP) was issued July 26, 2023. It was accessed on the GCRTA website by forty (41) interested parties. Four (4) firms submitted proposals. Four (4) firms were interviewed. The panel consisted of several RTA departments using evaluation criteria. The most technically qualified vendor is Michael Baker International, Inc., Cleveland, OH. A 13% DBE goal was assigned to this project and will be met by utilizing 2LMN, Inc. and ASC Group, Inc.

Firm Experience:

- Michael Baker International, Inc. has successfully completed projects for GCRTA, Ohio Department of Transportation, Norfolk Southern, Cuyahoga County Department of Public Works, Port of Cleveland, and Pittsburgh Regional Transit Authority, among others
- Michael Baker International, Inc.'s personnel are experienced and familiar with the MetroHealth corridor as a consultant and in providing quality deliverables.

Recommendation

Staff requests that the Operational Planning and Infrastructure Committee recommend award to Michael Baker International, Inc. for Design Services for MetroHealth Line Bus Rapid Transit (BRT) in a negotiated total contract amount not to exceed \$2,353,751.00.

Jeff Broadwater, Vice President of Michael Baker International is present today to take questions. Mayor Koomar asked about the southern terminus, the location of the stations and if there will be priority lanes and priority signals. The southern terminus would be through the Broadview Road and Pearl Road split. The stations would be located along the edges of the public right of way on both sides of the street. Mayor Koomar prefers that design over the HealthLine design. There will be

priority lanes and normal signaling. Dr. Caver said there is new technology to create signals that can give the vehicles priority in certain high traffic intersections.

Ms. Love asked if the traffic engineering department determines the location of stops and if the community will be involved. The proposed locations were identified during the planning stage. They will conform to that plan unless traffic analysis tells them something different. The community will be involved. Ms. Sleasman asked for as much dedicated space for the vehicles as possible and for pedestrian safety to be paramount. Dr. Caver added that the planning was done with the City of Cleveland and the community.

It was moved by Ms. Sleasman, seconded by Mr. Love and approved to move this to the full Board.

RFP Procurement for Transit Access Barrier Study (Persistent Poverty)

Maribeth Feke, Director of Programming & Planning and Ashley Bober, Contract Administrator, Procurement gave the presentation. Cleveland is number 1 for poverty in the U.S.

Project Overview

Social Mobility Journey

- Paradox Prize Program
- Fare Equity Study
- Next Gen
- Baby on Board
- Micro Transit
- Transit Access Barrier Study

Study Goal

To identify the barriers to the use of public transport services in areas of persistent poverty and to **set forth recommendations on the reduction or elimination of those barriers** that are within the context of GCRTA services and facilities.

Definition: Persistent Poverty

An “**Area of Persistent Poverty**” is defined by the Bipartisan Infrastructure Law. The **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent (2021) Small Area Income Poverty Estimates.

USDOT, Areas of Persistent Poverty & Historically Disadvantaged Communities

Study Elements

I. Existing Conditions

- A. Demographic analysis
- B. Literature review
- C. Use of existing research and agency data

II. Direct Research

- A. Survey methodology
- B. Survey development and implementation
- C. Reporting of results

III. Identification Transit Barriers

- A. Physical survey of the conditions of transit stops
- B. Analysis of existing transit service to areas
- C. Identification of physical and service improvements
- D. Recommendations on Improvements
- E. Cost and schedule of improvements

IV. Final Report

Scope of Work: Existing Conditions

- The analysis should include finding trends within the various segments and any movement/progression of the population.
- In-depth written analysis of the population targeted at how, where and what they are and need to go (transportation related) to move out of poverty.
- Identification of sources included in the literature review.
- Summary of findings report.

Direct Research

- Identification and formulation of focus groups, design materials, schedule the groups, and facilitate the groups.
- Obtain the percentage of population residing in public housing units who use transit, how often, if they have regular access to a vehicle and what is the purpose of their transit trip.
- Summarize the findings of the survey and response.

Identification of Transit Barriers

- Identification of transit barriers will be determined using several methods:
 - Results of data from GCRTA programs
 - Paradox Prize, Baby on Board, Transact Customer Surveys, OD surveys
 - Results from literature search of this project.
 - Results from focus groups of this project.
 - Field survey of transit stops in areas identified by the consultant as relevant to this research.
 - Summary of data collection process, instruments, minutes of meetings, and data.
- Transit barriers will be identified by type and by location.
 - Bus stop/rail station or other RTA passenger waiting facility amenities (shelter, light, location, information)
 - Bus/rail schedule (frequency, span of service)
 - Bus route (where it goes, trip length)
 - Other
- Summary of the research findings.
- Identification of the barriers to transit.
- Recommendations to GCRTA for removal of transit barriers.
 - These should be separated into short, medium, and long term (= 5 years).
- Cost estimation of each transit recommendation.
- Mapping and graphics of transit barriers.

Proposed Schedule

Item	Time in days from NTP
Engagement Plan	30 days from NTP
List of Sources for Literature & Research	60 days
Survey Methodology and sampling program for direct data	120 days

collection/focus groups	
Existing Conditions Summation report of Literature review	180 days
Written road summary of focus group/survey results	300 days
Report identifying Transit Barriers	365 days
Recommendations, Implementation Strategy and Estimated Cost of Transit Barrier Removal	450 days
Final Written Report/PowerPoint	500 days
Executive Summary	500 days

Participation Schedule

February 2024	Kickoff Meeting (EMT Oversight)
July 2024	Phase I Findings Report (Board & EMT)
January 2025	Phase II Findings Report (GCRTA Board & EMT)
March 2025	Phase III & Draft Final (EMT)
June 2025	Final Report (GCRTA Board)

Procurement Overview

According to the 2023 U.S. Census Bureau data, the City of Cleveland has the highest poverty rate among large U.S. cities at 31.2% overtaken the City of Detroit. Cleveland remains last among large cities with child poverty with over 46.1% of all children living in poverty. The number and share of people over the age of 65 living in poverty has increased over 41% in the previous decade which equates to 10.2% of the older population overall. Lastly 49% of neighborhoods in Cleveland which were low poverty in 1980 became high poverty by 2018. Many people are passionate about this issue and are dedicated to making Cleveland a better place.

A Request for Proposal (RFP) was issued on August 11, 2023. It was accessed on the GCRTA website by 19 interested parties. Three (3) firms proposed. The evaluation committee consisted of several RTA departments using evaluation criteria. The recommended firm is HDR Engineering, Inc. headquartered in Omaha, NE with a local office in Cleveland, Ohio. A 0% Disadvantaged Business Enterprise (DBE) Goal assigned by the Office of Business Development

HDR Engineering, Inc.

- Successfully completed the Authority's Strategic Plan in 2019-2020.
- Extensive understanding of the Authority and its service area.
- Local multidisciplinary and comprehensive team of professionals experienced in transit, persistent and concentrated urban poverty, community engagement, and developing solutions.
- Deep academic resources through Case Western Reserve University's The Center on Poverty and Community Development to provide knowledge, strategy, and expertise.
- Understands the importance of robust, inclusive, and innovative community engagement and local outreach.
- Experienced in working alongside community, local, regional, and national agencies to initiate, expand, and improve services.
- Fundamental belief that transit is more than just a basic service, but rather a building block to enhance the lives of every citizen.
- Collaborating with two consultants

- ms consultants - engagement and local outreach portion
- Robert L. Fischer, PhD, Associate Professor at the Jack, Joseph, and Morton Mandel School of Applied Social Sciences at Case Western Reserve University, and the Co-Director of The Center of Poverty and Community Development - academic portion

Other Clients

- GCRTA
- San Francisco Bay Area Transit
- Pittsburgh Regional Transit
- Central Ohio Transit Authority
- Oregon Department of Public Transportation
- Ohio Department of Transportation

Recommendation

Staff requests that the Operational, Planning & Infrastructure Committee recommend to the Board of Trustees an award to HDR Engineering, Inc. to provide a Transit Access Barrier Study in a total contract amount not to exceed \$649,640.95. This amount is 19% below the estimate of \$805,000.00. Several members of the HDR team were present.

Mayor Koomar asked how the final report deliverables will be structured. Ms. Feke said Phase 1 will be the recommendation from the research. Phase 2 will be what comes from the study. Phase 3 will be the transit barriers. The final report will be all three combined. There will be a spreadsheet and action plan to proceed forward with what we can do. This will include transportation recommendations and the cost. Mr. Sleasman said his agency may be of service for this study. Ms. Feke said they worked with someone from his office. Ms. Mersmann asked for the overall grant amount compared to the cost of the project. The full grant is \$589,000.00.

It was moved by Mr. Sleasman, seconded by Mr. Love and approved to move this item to the full Board.

RFP Procurement for Brookpark Rail Shop

Matt Marotta, Resident Architect, Engineering & Project Development and Jonathan Laule, Program Contract Manager, Procurement made the presentation.

Project Overview

- Primary purpose of this project & project limits:
 - GCRTA plans to utilize the existing Brookpark Rail Shop building and site to commission the new rail car fleet.
 - The existing building & site require modifications and improvements prior to taking delivery & commissioning the new rail car fleet.
- A/E firm design services is required to produce a complete set of construction documents to provide building modifications and site improvements.

Design Elements/Existing Conditions

- Primary Project Design Scope
 - Provide Security Gate & Fence System at existing RTA access pavement roadway.
 - Track 11: Electric systems for train car maintenance & portable train jack lifts.
 - Track 10 & 11: Fall Protection System above train car roof.
 - Track 10: Extend Fall Protection railing system along maintenance pit.

- Mezzanine Level: Modify existing floor plate system to access train roof equipment areas.
- Existing Gantry Trolley & Crane System Modifications.
- Scope of Services:
 - Provide Field Survey
 - Provide Building Modifications
 - Provide Security Gate & Fence System
 - Provide Gantry Trolley & Jib Crane Inspection & Report
 - Prepare Construction Plans and Specifications
 - Prepare Construction Cost Estimate
 - Provide Bidding Support
 - Provide Construction Administration

Procurement Overview

The Request for Proposal (RFP) was issued October 20, 2023. It was accessed on the GCRTA website by sixteen (16) interested parties. One (1) firm submitted a proposal. One (1) firm was interviewed. The evaluation panel consisted of various departments using evaluation criteria. The most technically qualified vendor is Parsons Transportation Group Inc. An 8% DBE goal was assigned to this project and will be met by utilizing G&T Associates.

Parsons Transportation Group Inc. has successfully completed projects for the Metropolitan Council (MN), WMATA, ODOT, Edmonton Valley, Sound Transit, among others. Their personnel are experienced and familiar with multiple transit systems throughout the nation.

Recommendation

Staff requests that the Operational Planning and Infrastructure Committee recommend award to Parsons Transportation Group Inc. for Architect/Engineer Services for Brookpark Rail Shop Modifications. The contract is in a negotiated amount not to exceed \$283,739.00.

Ms. Welch asked why there were so few proposals compared to the number of downloads. Ms. Laule said various agencies said the project was under a tight timeframe and didn't meet their staffing availability. Mayor Weiss asked about the arrival of the new rail cars in relation to this project. The first rail cars will be delivered March 2026. The design for this is 120 days. Considering the construction period and lead time, they should be prepared for the first delivery. Mr. Schipper added that there is a series of infrastructure and platform projects that will be brought to the Board in 2024 and 2025. The goal is to have all of them constructed by the end of 2025 so we have some flow. If they run over, we'll be ok. The current schedule for the pilot vehicles will be delivered to the Brookpark Shop. A second set of contracts will come for the Central Maintenance Facility. The projects will be staggered. Another contract in March will be related to the delivery of the vehicles. Mr. Love asked for a comprehensive list of projects for the rail car replacement. Staff is committed to provide quarterly updates on the entire program.

It was moved by Mayor Koomar, seconded by Mr. Love and approved to move this to the full Board.

IFB for the Rehabilitation of the Tower City East Portal

Kirk Dimmick, Engineering Project Manager and Jonathan Laule, Program Contract Manager gave the presentation.

Project Overview

The portal is located right before you get to Tower City coming from the east on the train. It is just below Ontario Street where Huron Road intersects. It's directly underneath that buried in the ground. The trains coming in from the joint territory go through the portal system. It was built in the 1920's. It's a series of four tunnels. There are five tracks that come into Tower City. There is a view of the tracks from the Huron Road tunnel leading to Rocket Mortgage Fieldhouse. The west end of the portal has been protected by the weather and not in as bad shape.

The project will engage all five tracks. The portal is safe to run trains. Exposed portal frames will be replaced. Water infiltration has caused a lot of deterioration. Two trains will be maintained at all times.

Project Objectives

- Extend the Tower City East Portal service life utilizing conventional methods & materials by:
 - Improving the collection & distribution of subsurface drainage
 - Replacing portions of concrete portal frames at east entrance
 - Cleaning out track and street level piped drainage
 - Adding new perforated wick drains above the portal frames.
 - Sealing existing concrete joints
 - Replacing portions of track structure within the portals

Project challenges driving cost:

- Access from the south to enter work zones heading north while keeping two tracks active.
- Complex temporary shoring to support ground and Ontario Street above in four portals.
- Track/catenary/signal work along five tracks by shifting service in three phases to minimize shutdowns.

Procurement Overview

The Invitation for Bid (IFB) was issued October 9, 2023. It was accessed on the GCRTA website by 31 interested parties. One (1) firm submitted a bid. The lowest responsive and responsible vendor is The Great Lakes Construction Co. A 19% DBE participation goal was assigned to this project and will be achieved through the use of Cook Paving & Construction, Denise's Flagger, Key Cable and Supply, Intelligent Polymer Solutions, Rockport Ready Mix, Ballast Construction, and Flatrock Bridge Group. The Great Lakes Construction Co. has successfully completed projects for GCRTA, ODOT, City of Cleveland, City of Hamilton, City of Akron, and Cuyahoga County, among others.

Recommendation

Staff requests that the Operational Planning and Infrastructure Committee recommend award to The Great Lakes Construction Co. for the rehabilitation of the Tower City East Portal. The contract is in a negotiated amount not to exceed \$15,739,633.00.

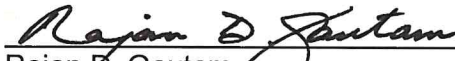
Mr. Slesman asked if someone wanted to build something over the portal, is it possible. Mr. Schipper said for most of it there wouldn't be any construction on top of the portal. Huron is already on top of it. We are in frequent coordination with Bedrock on several projects in that area. They have not requested any construction on top of the portals. Mr. Dimmick said the initial planning of this structure had accommodations for structures to be built in and around it, but the 1920's stock market crash slowed that down. Mayor Weiss asked for the length of the portals. It is 800 ft long.

Mr. Love asked about the service impact. There will be requests to do some shutdowns. They will work with Operations to make some accommodations. Dr. Caver added that they will be coordinating with Engineering and Service Planning. The trains ride on tracks 8, 13 and 10. During construction they will open track 7, which is behind the wall and used for emergencies to allow for two tracks to run at the same time. Mayor Koomar asked about the tracks going south of the portal. There is a section of tracks that go over a corner of Canal Rd. Mr. Schipper said there is a separate project in the capital program to look at the Canal Road Bridge. They are doing coordination with Bedrock on that structure. It is structurally sound but needs work.

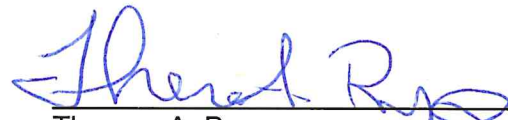
Ms. Mersmann asked why there was only one bid. Ms. Dangelo said this is a rebid. No bidders came in the first time due to the main power and complexity of the project. The vendor is familiar with these complex projects. There are a lot of subcontractors working on the project. The new bid was crafted to engage additional interest. The cost was reassessed and reevaluated. Bidders are aware of the estimates prior to putting their bids in. Her staff does a lot of outreach. They have a good list of contractors on the OBD side and through business listings.

It was moved by Mr. Sleasman, seconded by Mr. Love and approved to move this item to the full Board.

The meeting was adjourned at 10:22 a.m.



Rajan D. Gautam
Secretary/Treasurer



Theresa A. Burrage
Executive Assistant

