

Minutes

RTA Operational Planning & Infrastructure Committee

9:38 a.m. November 5, 2024

Committee Members: Welch (Chair), Love, Sleasman

Other Board Members: Elder, Koomar, McPherson, Pacetti

Not present: Biasiotta, Lucas, Weiss

Staff/Other: Blaze, Caver, Cottrell, Dangelo, Davidson, Dimmick, Feke, Fesler, Fields, Fleig, Freilich, Garofoli, Harris, Hudson, Jenkins, Jones, Kirkland, Laule, Martin, Meinke, Metcalf, Miller, Moore, Reed, Rusnov, Schipper, Schnear, Sulik, Sutula, Talley, Togher, Walker-Minor, Young

Public: Loh, Pesta

The meeting was called to order at 9:38 a.m. Three (3) committee members were present.

RFP Procurement for Transit Oriented Development along Broadway Avenue

Mandy Metcalf, Senior Planner and Jenn Martin, Contract Administrator II gave the presentation.

Maribeth Feke, Director of Planning, said that part of the Strategic Plan is the Priority Corridors. These are the 24/7, high frequency bus corridors on our system. They are high density corridors with a high propensity for transit-oriented communities. They have a plan to look at each corridor to see what improvements can be made to create a better atmosphere for better TOD communities. Clifton and the HealthLine have BRTs. They completed the 25connects and are now working on engineering and design for W. 25th Street. Broadway is next on the list. They have worked with Slavic Village and the City of Cleveland.

Project Plan

- Create a plan for Transit Oriented Development (TOD) within ½ mile of the planned Broadway Bus Rapid Transit (BRT) Corridor
- #19 bus route from Tri-C E. 34th Station to the Turney/Ella Bus Loop
- Highest foreclosure rate in the U.S. during 2007 housing crisis
- In 2019
 - 22% unemployment
 - 73% low income
 - 71% people of color
 - 23% less than high school education
 - 5.6% of commuters took transit
- The plan vision, developed with local partners, is to create equitable transit-oriented communities along the corridor that will:
 - Increase economic prosperity and access for existing residents and local businesses
 - Ensure opportunities for affordable housing
 - Improve bicycle and pedestrian safety and connectivity
 - Advance climate action through increased ridership and mode shift
 - Incorporate green infrastructure
- \$432,000 FTA TOD Pilot Planning Grant
- Path to eligibility for engineering and construction funds for BRT
- The future BRT project could include:

- Dedicated bus lanes
- Transit signal priority
- Improved and consolidated bus stops with upgraded shelters and digital arrival information
- Pedestrian safety improvements
- Five Deliverables:
 - 1) Engagement and Outreach Plan - Include local partners and planning processes and involve a diversity of residents and key stakeholders
 - 2) Transportation Improvement Plan - Essential features of BRT infrastructure and operations, including lane allocation, bus stop location and design, and complete street elements
 - 3) Market Analysis - Analysis of market and policy for equitable TOD, with a focus on local businesses and 15 min neighborhoods
 - 4) Development Plan - Includes a TOD development phasing plan identifying catalytic projects, and an affordable housing plan
 - 5) Land Use and Zoning Plan - Develop recommended land use and zoning to support TOD

Procurement Overview

The Request for Proposal (RFP) was issued August 2, 2024. It was accessed on the GCRTA website by forty-three (43) interested parties, including prime and subconsultants. Four (4) firms submitted proposals. Four (4) firms were interviewed. The evaluation members consisted of various RTA departments. External stakeholders (non-voting) from Slavic Village and City of Cleveland also gave input. The most technically qualified vendor is City Architecture, Inc., Cleveland, OH. A 10% DBE goal was assigned to this project and will be met by utilizing UP Development Planning, LLC and Boulevard Studios, LLC. They plan to exceed this goal to 14%.

Firm Experience

City Architecture, Inc. has successfully completed projects for GCRTA, City of North Olmsted, Cuyahoga Metropolitan Housing Authority, City of Cleveland, Western Reserve Regional Transit Authority, City of Shaker Heights, University Circle, among others. City Architecture, Inc. has experience providing quality deliverables and has assembled a team that includes expertise in traffic engineering, market studies, landscape, and community engagement.

Recommendation

Staff requests that the Operational Planning and Infrastructure Committee recommend award to City Architecture, Inc. for professional planning and engineering services for the Broadway Corridor Transit Oriented Development (TOD) plan in a negotiated total contract amount not to exceed \$484,426.59.

Mr. Love asked about the timeline and if RTA partners with the County. Ms. Martin said the timeline is one year. Ms. Metcalf added that they are working with City Planning Commission. They have a TDM ordinance, alternative multi modal transportation requirements and they have advanced form-based zoning. City Planning were involved in the development of the scope and evaluation. County Planning has reviewed their documents and will be on the stakeholder committee. Mr. Love asked where we are relative to the other priority corridors. Ms. Feke said the Lorain Corridor was awarded TOD planning grant funds. That will go out next year. Kinsman may be next.

Ms. Pacetti asked if the corridor statistics are part of the criteria across all corridors and who is the owner of the criteria. Ms. Feke said the criteria is RTA's. Ms. Pacetti asked how the percentage of

transit commuters may increase with this project. Ms. Metcalf said the project will improve the speed and reliability of the buses and provide greater convenience for passengers with better TWE and connections to transit. The planning effort will look at development and put people close to transit to make it easy for access, equitable and opportunity to live in a TOD community. One of the goals is to make sure benefits of TOD accrued to existing residents and businesses.

Ms. Pacetti asked if we have seen these benefits with other corridors. Ms. Metcalf said the HealthLine is the most outstanding of this model. Ms. Elder asked if any challenges are anticipated and how we have worked through challenges with other projects. Ms. Feke said challenges are expected but they are working through them through collaboration. Dr. Caver asked staff to share what qualifies these corridors as a priority. Ms. Feke said they look at ridership, frequency of service, and propensity for development such as employment, land use and density. They look for a streetcar community. Mr. Sleasman commended the staff for these projects. He supports more options for communities so they can use their income for other things opposed to having a car.

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

Alex Pesta from City Architecture expressed his enthusiasm for working on this project.

RFP Procurement for A/E Services for Light Rail Retaining Wall Repairs

Derek Meinke, Engineer Project Manager, Mechanical and Jonathan Laule, Program Contractor, Procurement gave the presentation.

- Phase I & II (Trunk Line) - West of Shaker Square, City of Cleveland
- Phase III (Blue Line) - East of Shaker Square, City of Shaker Heights

At the Lee Van Aken Station in Shaker Heights there are guard walls and retaining walls east and west of the station and on the north and south side of the tracks. The guard walls are at the street level and protect the vehicles. The retaining walls are at the track level and they protect the tracks from dirt and debris on the slopes and streets. The walls are in disrepair and there is exposed rebar.

The Consultant will develop rehabilitation plans to accomplish the following:

- Remove the deteriorated brick fascia and concrete from the guard wall and street-level retaining wall, and provide a new, durable aesthetic fascia
- Inspect and identify structural soundness or stability issues and propose permanent solutions
- Identify locations where issues have created problems with the transit track
- Remove trees and waste on slopes and provide slope erosion protection
- Develop maintenance of traffic plans

Procurement Overview


The Invitation for Bid (IFB) was issued August 12, 2024. It was accessed on the GCRTA website by eight (8) interested parties. One (1) firm submitted a proposal. The evaluation panel consisted of various RTA departments. The most technically qualified vendor is MS Consultants, Inc. A 3% DBE goal was assigned to this project and will be met by utilizing Denise's Flagging and Construction Services, Inc., G&T Associates, Inc. and Somat Engineering of Ohio.

MS Consultants, Inc. has successfully completed projects for Greater Cleveland RTA, Great Stone Viaduct Historical Education Society, Inc., Mahoning County, and the City of Cuyahoga Falls, among others. MS Consultants, Inc. has a knowledgeable staff, is familiar with GCRTA rail needs, and has provided quality deliverables on past projects.


Staff requests that the Operational Planning and Infrastructure Committee recommend award to MS Consultants, Inc. for Architect/Engineering services for the Light Rail Retaining Wall Repairs – Phase III. The contract is in a negotiated amount not to exceed \$359,977.20. Ms. Welch commended the staff for prioritizing this project as a matter of State of Good Repair.

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

The meeting was adjourned at 10:04 a.m.



Rajan D. Gautam
Secretary/Treasurer
*acting for
Rajan Gautam*



Theresa A. Burrage
Executive Assistant