

Minutes

RTA Operational Planning & Infrastructure Committee Meeting
10:16 a.m., September 11, 2018

Committee Members: Welo (Chair), Lucas (Vice Chair), Elkins, Moss, and Serrano

Other Board Members: Clough, McCall and Norton

Not present: None

Also Present: Anderson, Anthony, Barrett, Benford, Bennett, Bitto, Bobich, Brooks-Williams, Burney, Calabrese, Catalusci, Caver, Cottrell, Cranford, Czeck, Dangelo, Davis, Dietrich, Draper, Eaton, Feliciano, Ferraro, Fields, Ford, Gaio, Garofoli, Gautam, Gillan-Shafron, Harrison, Jaszczak, Jones, Kirkland, Krecic, Lee, Lewis, Lively, Loh, Lozada, Macko, Manning, Marcano, Pickett, Schipper, Shariff, Sutula, Tarka, Temming, Tyler, Vukmanic, Weil, Wiehe, Young, Zeller

Mayor Welo called the meeting to order at 10:16 a.m. The secretary called the roll and reported that five (5) committee members were present.

Commuter Coaches

Each items was discussed with Mayor Welo. Dan Dietrich, director of fleet management and Glenville Manning, contract administrator, made the presentation. RTA operates twenty-one commuter coaches that serve five Park-N-Ride locations in the region. To provide safe, reliable and cost effective service, buses must be replaced on a regular cycle. FTA allows replacement at 12 years or 500,000 miles of service. Nine, MCI commuter couches need to be replace. They have been in service since 2001. The Authority request proposals for the purchase of low and high-floor CNG and/or Clean Diesel 45ft. commuter coaches.

The RFP was issued April 23, 2018 for the furnishing for up to nine, 45ft. commuter coaches with an option to purchase up to 11 additional coaches with training, special tools and spare parts to be delivered over a five-year period. Seventeen potential vendors downloaded the RFP. One proposal was received. The evaluation team was comprised of various RTA departments using set criteria. The recommended vendor is Motor Coach Industries. The capital cost of the first nine Diesel D4500 was \$543,615 per coach or \$4,892,535 in total. The capital cost of the nine CNG D4500 was \$639,017 per coach or \$5,751,153 in total. The capital cost of the nine diesel, D45 CRTLE was \$632,490 per coach or \$5,692,410 in total. The decision to purchase the first nine clean diesel coaches was because the Triskett CNG infrastructure retrofit will not be finished in time for delivery and will save the Authority \$930,000. This award will allow for the purchase of up to 11 additional clean diesel high or low-floor coaches and CNG high or low-floor coaches over the five year term of the contract. The current customers for Motor Coach Industries include New Jersey Transit and others. Anticipated delivery schedule of the nine Clean Diesel coaches will be completed within 32 weeks of the Notice to Proceed.

Staff requests that the Operational Planning & Infrastructure Committee recommend to the Board of Trustees the award of a contract to Motor Coach Industries, for Nine (9) Clean Diesel coaches, training, tooling, and spare parts, in an amount not to exceed \$5,134,005.77. Ms. Moss asked why there was only one bid and if there were other vendors. Motor Coach Industries and Prevost build these coaches. Prevost said it wasn't worth their effort for such a small order. Mayor Elkins asked if the purchase could be deferred until a greater number of buses is needed or if staff can move up another bus purchase to create competition. Ms. Moss added that maybe there could be a purchasing partnership with another transit system. Ted Pickett, team leader for bus and rail

purchasing, said that he discussed a joint purchase with three transit authorities, but the timelines didn't link up. The other potential vendor had their people allocated to other large purchasing projects. They also complained about the amount of paperwork. They are new to the market. Up until four years ago, MCI was the only Buy America vendor. Mayor Elkins asked if it's worth deferring the purchase or advancing another order. Ted said that the buses are 16 years old and purchasing has been deferred. This service operates 21 vehicles, which is not that large. The economy of scale isn't as large as the 40ft vehicles. The price is competitive at under \$100,000 a unit below the budgeted price.

It was moved by Mr. Serrano, seconded by Mayor Elkins and approved by unanimous vote to move this to the full Board meeting.

Radio Communication and CAD/AVL Replacement Program

Mike Lively, manager of intelligent transportation systems, made the presentation. The current radio system was installed in the early 2000's. Since that time, it's become an obsolete technology. Most of the parts are no longer manufactured, which makes it difficult for staff to maintain it. As the parts fail on the vehicle or at the tower sites, it creates a loss of communication visually and verbally. The plan is to upgrade it to a new technology. The radio communication system is comprised of several components. The IVLU computer processes everything on the vehicle, like the announcements, operator schedules, on-time information and GPS location. The MDT is the user interface for the operator to understand where they are located. The handset is how they communicate. The four radio towers are maintained and operated by RTA. Other items include the real time signage, mobile radio and portable radio. All these items will be replaced.

Last year, IBI Group was hired to study the best solution available for RTA from a cost and liability standpoint. Their study showed that going with a MARCS radio system and private cellular carrier is the best option. While the study was going on, the Authority received a competitive grant from the Federal Highway Administration. Combined with formula funds from the FTA and funds from NOACA, the total project budget is \$15 M. The three main components of the project include radio hardware replacement, ITS computer equipment and radio and cellular service. The system functionality starts with thirteen towers that MARCS will provide. RTA has four towers. They provide connectivity to the dispatch centers at the Main Office and Paratransit and provides the voice radio coverage to trains, buses and portable radios. RTA will put out a RFP for cellular provider, which will provide the data, GPS location and real time information. That will help operate the TransitMaster software, which is how communication is maintained with the operator. It will also provide scalability for future technology. Lastly is the ITS equipment installed on the vehicle.

Areas in green on the radio coverage map has great coverage. Yellow is good coverage. Blue is poor coverage and white needs significant improvements. The main transit hubs include the airport, downtown, Hayden and Paratransit garages. The MARCS system with the 13 towers will provide better coverage for the same area. Key features of the new system include vehicle alarms, which allow supervisors to see and hear what is happening. Other features include turn-by-turn navigation, digital pre-trip inspections, improved GPS polling rate from 1 minute to 15 seconds and paperless processing for field supervision. The project is projected to close out 2020. With pending Board approval, the hardware procurement will start in Nov. 2018. A pilot project is planned in Dec. 2018. The final design review is planned for Feb. 2019, with hardware installation and testing of all the vehicles through March 2020.

Anticipated Board actions include an approval of equipment in Oct., MOU with CSU's transportation center in Nov. for beacon and sensor technology and upgrading the current agreement with MARCS. Transit Police is a current customer of MARCS. Lastly, the approval of the cellular carrier in the first quarter of 2019. Mayor Elkins asked if the Authority has the personnel to maintain the system once

the system is functioning. Mike said that RTA has an electronic repair department which houses a radio repair section. The cell carrier and MARCS will maintain the radio towers with a five-year maintenance agreement. Mayor Clough said this is a great opportunity to expand communication abilities. Rev. Lucas added that this will be good for paratransit communications.

E. 79th Street Red Line Station

Mike Schipper, director of engineering and project management and Brian Temming, project design lead, made the presentation. In 2013, there was a major reconfiguration of the capital program at the request of the FTA Civil Rights Office in regards to ADA compliance of key stations. The plan was rearranged to address the eight stations that were non-compliant. Four were completed, three are under construction and E. 79th is in design. There was a study at the end of 2014 to look at E. 34th, E. 79th heavy and light rail. The Board directed staff to fund the design of E. 79th Street Station and to work with the City of Cleveland to promote TOD and to identify construction funding. Last summer, the City of Cleveland finished the E. 79th Corridor Study.

In fall 2017, ODOT completed the reconstruction of the bridge over the Red Line at E. 79th. The entrance of the station was moved to the west side of the bridge and a new stair tower was built. This spring, ODOT awarded the design build contract for Section 3 of Opportunity Corridor, which runs between two of RTA stations on E. 79th. In August, the FTA Office of Civil Rights requested a commitment on the construction funding for E. 79th. The FTA deadline for total compliance is July 26, 2020. Design is being done internally and augmented by on-call contracts for GEO technical surveying and design oversight.

Brian showed a map of the area where the heavy rail and light rail stations are in relation to Opportunity Corridor and the reconstructed ODOT Bridge. This station will have a ramp style similar to E. 34th Street Station. There will also be a crossing pedestrian gate across the tracks, which has been running safely for four months. It was used at the Brookpark Station for 15 years. Proposed material include cast-in-place concrete, tube steel framing and Kalwall canopies thermoplastic railing, which is vandal resistant and LED lights. A new material they will use is fiberglass reinforced plastic for the walkways and platform. It's been used in Chicago. The manufacturer is located in Ohio. It's a lighter weight than the precast platforms so construction will be speeded up. The first design concept is similar to the E. 34th Street Station, where the entrance is off the bridge level and a ramp down the hillside. A second concept has the ramps closer together with stair components. The third concept is to add an elevator. Customers don't like elevators, but it was a part of the City of Cleveland TOD study.

The projected schedule is to complete the conceptual design study by Oct. and to have 30% complete by Dec. 2018 for public feedback. They will have an interim design by March 2019, environmental clearance by Sept. 2019, construction bid documents by Nov. 2019, construction Notice to Proceed by March 2020 and construction completed by August 2021. The station would be closed for construction for 15-18 months. The estimated cost is \$10 M to \$14 M depending on the concept. Staff is recommending the first concept. This project is unfunded. There are lots of sources of funding. Decisions will have to be made during the budget process. They are beating the 2018 Operating budget, which could be a funding source. They could delay other capital projects. Other sources include third party contributions and grants, which range from \$15 M - \$20 M in an applicable phase. The capital budget was passed earlier this year, but will be revisited this December with the Operating budget.

Mayor Elkins asked for the ridership at this station, if the fiberglass platforms are slick and how the ramps are maintained for wheelchair users. Mike said ridership is 250. When they did the study in 2015, it was under 200. Brian said the fiberglass is similar to concrete. It has a grit surface that's formed in, coated and is slip resistant. The ramps are maintained by facilities. The ramps are sliding

so that anything that melts slips off. Rev. Lucas is in favor of ramps over elevators. Ms. Moss asked when staff would know about the grants. Mike said the Build grant decision is expected in mid-December. A \$6 M grant for bus and bus facilities at Hayden is partially funded. Other grants are spread out. The Hayden and bus grants will be made in a timely fashion. The published decision date sometimes lags. This being an election year plays into that too. Mayor Elkins asked what the ridership at E. 34th Street Station is. Brian said it was closer to 250. The naming rights were just announced with Tri-C. Efforts are in place to work with Tri-C to get their students to use the station.

Supplemental Paratransit Service

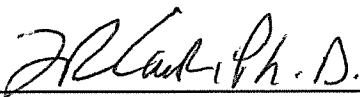
Oliver Draper, director at paratransit, made the presentation. This is the discussion of extending the current agreement with Lakefront Lines. If it is not extended, it will end and no service can be put in place. It will allow staff to look at how they can get bids from a larger group and to look at putting together a program in-house, which would be two years out. Paratransit transports ADA clients with certified disabilities. It's a supplement to fixed route service and mandated by FTA. The Board authorized an additional level of service, which is 5 miles primarily within Cuyahoga County. The service is provided on a 24/7 basis. In-house and contractors are used to provide the service. RTA books 2,300 daily trips on average. About 1,580 trips are provided per day. RTA does 44% of the trips and the contractors provide 56%.

There is a "No Denial" policy. Contractors are needed to execute this policy. They have taken over 7 million request since the last denial in April 2007. In-house service is constrained at 400,000 trips due to the location, number of operators, employees and vehicles that can fit on the property. The cancellation rate is 26% due to no-shows, cancellations and late cancellations. Trips have increased substantially over the years. RTA's fiduciary responsibility is to provide cost effective service. In 2007, there were just under 500,000 trips. In 2014, there were 750,000 trips. Ridership started going down beginning 2015. They project 600,000 trips this year. Contractors can provide the service at 37% a lower cost than RTA. The contract extension will allow Paratransit purchased transportation contracts to end simultaneously with the goal of attracting a larger and national pool of potential proposers on a new RFP. The RFP was issued last month and proposals are due Sept. 27 for an expected contract initiation in February 2019. Extending the current Lakefront Lines contract will allow continuous service without interruption and denials.

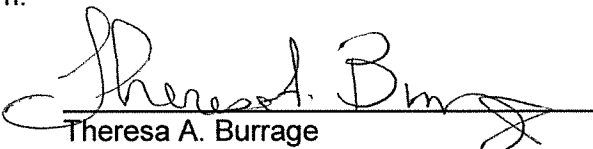
Staff requests that the Operational, Planning & Infrastructure Committee recommend to the Board of Trustees a four month extension to the current contract, at the same negotiated rates, with Lakefront Lines, Inc. in an amount not to exceed \$1,050,055.00. Rev. Lucas understands the increase in the cost for RTA to provide the service, but he is still supportive of in-house service and would like the contractors to provide similar quality service. He supports this, but would like to continue the conversation. Rev. Lucas added that paratransit clients have disabilities and may cancel due to sickness and physical issues. Sometimes their nurses are a no-show up and elevators in high-rises may malfunction. Mayor Welo served on an APTA paratransit committee and found that RTA was ahead of other transit systems.

It was moved by Mr. Serrano, seconded by Rev. Lucas and approved by unanimous vote to move this to the full Board for approval. Chief McCall said the External and Stakeholder Relations & Advocacy Committee meeting would be postponed due to time constraints.

Mayor Welo adjourned the meeting at 11:04 a.m.



Floun'say R. Caver, Ph.D., Interim CEO
General Manager/Secretary/Treasurer



Theresa A. Burrage
Executive Secretary