

## Minutes

### RTA Operational Planning & Infrastructure Committee Meeting

10:46 a.m., March 5, 2019

**Committee:** Welo (Chair), Lucas (Vice-Chair), Byrne, Joyce, Serrano

**Other Board members:** Clough, McCall, Welo

**Not present:** Moss

**Also Present:** Anderson, Benford, Bober, Burney, Caver, Ciesla, Coppock, Cottrell, Cranford, Czeck, Dangelo, Davis (C), Davis (J), Fields, Freilich, Garofoli, Gautam, Gibbons, Gillan-Shafron, Hambro, Jackson, Jaszczak, Johnson, Jones, Keshtkaran, Kirkland, Laule, Lendel, Lewis, Ilg, Loh, McGervey, Moser, Muti, Pasha, Penning, Prendergast, Rusnov, Schipper, Schultz, Shaffer, Shariff, Sims, Smith, Snell, Sohrabian, Stocking, Tarka, Togher, Vukmanic, Wilson, Young, Zeller

Mayor Welo called the meeting to order at 10:46 a.m. The secretary called the roll and reported that five (5) board members were present. Ms. Moss had to leave early, but will return later. When they get to the Light Rail Bonding Renewal, Mayor Welo will make a motion to go into executive session to discuss a labor issue.

#### Landscaping Services

Joel Freilich, Acting DGM of Operations, gave the presentation. This is informational only. No action is required. This is an overview of all the landscaping contracts. There are seven different landscaping companies. Three contracts will be up for bid soon. There are different types of landscaping services like flat mowing, retention basins, etc. Three contracts will be presented at the March 26 meeting.

RTA currently manages six contracts related to landscaping. There will eventually be seven because the scope of one of the contracts, when it was rebid, was split into two to foster more competition. The six contracts are for rail landscaping, non-rail landscaping, HealthLine landscaping, non-rail chemical application, rail right-of-way weed spraying and non-rail pruning.

The rail landscaping contract is currently held by Thomas Brothers Landscaping. They have a five year contract with a NTE amount of \$366,000. Their contract expires May 2019. Their services include grass cutting, weed control, mulching, spring and fall clean up at 34 locations, including RTA rail stations and the rail right of way. The contractor must have railroad insurance due to the close proximity to the rail lines. Non-rail landscaping doesn't require that kind of insurance.

The contractor for non-rail landscaping is Top Designer, LLC. They have a one-year contract NTE \$61,000. Their contract expires April 2019. Their services include grass cutting, trimming, mulching, and liter removal on 34 RTA properties (20 on the eastside/14 on the westside). These include the bus districts, transit stations, bus loops and Park-N-Ride lots.

The HL landscaping contractor is Asturi Landscape Group, LLC. They have a three-year contract NTE \$140,000. Their contract expires April 2021. Their services include weekly maintenance of planter beds, spring and fall clean-up, mulching, weeding, pruning and planting of spring and summer annuals. The non-rail chemical application contractor is TruGreen Limited Partnership, LLC. They have a three year contract with a NTE amount of \$36,945.65. Their contract expires April 2021. Their services include chemical application at all RTA non-rail locations.

The Rail Right-of-Way weed control contractor is DeAngelo Brothers, LLC. It has expired. It was a two year contract NTE amount of \$89,500. There is a pending award to Canters Classic Lawncare, Inc. DBA

Crowleys Vegetation Management for two years NTE \$78,000 with an anticipated start date of April 2019. Their services include chemical application at all RTA rail right of way areas.

The contractor for non-rail pruning is Top Designer Landscaping, LLC. They have a three year contract NTE \$30,587 which expires April 2021. Their services include spring cleanup and quarterly pruning of shrubs, bushes and trees at 36 RTA non-rail locations.

To foster competition, one of the scopes was split into two IFBs. They split the rail scaping contract to include additional and highly specialized services. These are required at certain rail stations that have either one or more of the following; steep slopes, bio-retention basins or green roofs. If contractors were required to do the specialized work to get the work, it would limit competition. So the two contracts are split as such. The rail right-of-way turf maintenance contract includes grass cutting, minor weed removal, minor tree trimming maintenance of non-station areas along the right-of-way, including the Central Rail Complex. The more specialized contract of rapid transit station ground maintenance includes turf, flower bed and tree maintenance, weed removal of all rapid stations along with storm water management of green roofs (Cedar University Rapid Station) and bio retention basins (Puritas Station).

Staff is currently in the invitation for bid solicitation process for the following three projects and plans to bring resolutions to the March 26, 2019 Board of Trustees meeting for approval:

1. Rail Right-of-Way Turf Maintenance – DBE Goal 22%
2. Rapid Transit Station Ground Maintenance – DBE Goal 22%
3. Non-Rail Landscaping – DBE Goal 20%

There were no questions. Mayor Welo adjourned the meeting at 12:03 p.m.

#### IFB Procurement for Tower City Tracks 10 and 13

Joe Shaffer, Director of Engineering & Project Management and Jonathan Laule, procurement contractor, gave the presentation. Tracks 7 and 8 were previously rehabilitated. This presentation is on Tracks 10 and 13. The bid came in higher than the estimate, but it's within the 10% allowance. There is a higher risk on the signal system because it's more complicated, resulting in a higher cost.

Tracks 10 and 13 are in fairly poor condition. It's settling into the asphalt. The asphalt is degraded. There have been numerous rail breaks. A lot of the track base is eroded. There is an issue with the level of it relative to the platform, so they have had to put a raised table in to meet ADA requirements. The project overview is to reconstruct track 10E, which is the Blue/Green lines center track platform. The trains will have to use the west bound track 8 mainline to maintain service. They will reconstruct track 10W, which is the Red Line center track platform. There will not be a service impact for that work. They will reconstruct track 13, which is the Red/Blue/Green line eastbound mainline track. West bound trains will use track 7 platform. Eastbound trains will use the track 8 platform. The Waterfront line service will be suspended.

The track improvements consist of installing 1,345 track feet of low vibration track along the platform, removal and replacement 2,201 feet of track including the ties, ballast and rail, replacement of turnout #121 and removal of a track crossover and installation of a diamond crossover, where the two tracks cross each other. Signal improvements include removing and replacing all the signal equipment on the low vibration track area, removing and installing new insulated track joints and removing and installing new signal bond wires. ADA improvements include new tactile edges on the platform and adjusting the top of rail to platform height on the Red Line platform. The low vibration track work on track 8 west has a neat appearance and requires minimal maintenance.

The IFB was issued January 21, 2019. It was accessed on RTA's website by 24 interested parties, including possible subcontractors. Two firms submitted a bid. The recommended vendor is RailWorks Track Service Inc. Their bid of \$11,860,000.00 was determined to be the lowest responsive bid. The responsibility determination is currently being completed. This bid is 9.64% above the Independent Cost

Estimate of \$10,817,238.00. A 17% DBE goal was assigned to this project. They have experience with RTA, Norfolk Southern, among others. They are headquartered from Minooka, IL. Staff requests that the Operational Planning & Infrastructure Committee recommend award to RailWorks Track Services, Inc. for the Rehabilitation of Tracks 10 and 13 at Tower City Station. The base contract is NTE \$11,860,000.00.

Mr. Joyce asked if there should be concern that this firm was 33% under on one contract and 10% over on this project. Mr. Shaffer said the firm has demonstrated success on RTA projects in the past. Dr. Caver added that run through track 7 behind the wall on the westbound track is ready to go.

It was moved by Rev. Lucas, seconded by Mr. Serrano and approve by unanimous vote to move this to the full board.

#### Light Rail Bonding Renewal

Kathleen McGervey, Project Manager and Eric Smith, Contract Administrator, gave the presentation. This project will not move forward until this fall. Last fall, there was a full inspection of the system. It was found that we couldn't rely on the system. It was shut down and running manually. They have identified 360 bonds that must be fixed. We have the capacity to fix 20-30 a year.

Bonds are electrical wires that connect different sections of track. They provide electrical continuity between the different sections of rail, carry signal information and traction power return for the trains. Without the bonds, the signal system does not function properly. This project will go from E. 79<sup>th</sup> Street on the trunk line east to Shaker Square and then from Shaker Square on the Blue/Green Line to the end. The work will be done under active track with flaggers. Rail joint bonds go across the rail joint in an area where there isn't a welding connection. Crossover bonds are located at cross overs, which include heel block bonds (125), frog bonds (113) and shunt fouling jumpers (60). Lastly are impedance bond side leads (54). The bonds total 363.

The IFB was issued January 14, 2019. It was accessed on the GCRTA web site by sixteen (16) interested parties, which includes potential subcontractors. One (1) firm submitted a bid. The recommended vendor is Hatzel & Buehler, Inc. Their bid of \$265,000.00 was determined to be the lowest responsive bid and is 2.3% below the independent cost estimate of \$271,280.50. The responsibility determination is in progress. A 17% DBE goal was assigned and will be achieved utilizing Denise's Flagging Services. This firm has successfully completed projects for RTA, Tri-C, among others. They are a signatory contractor with IBEW Local 38 and they are located in Cleveland, Ohio.

#### Executive Session Requested

11:12 a.m. - Mayor Welo made a motion to go into executive session to discuss ATU union issues, receive an update on labor negotiations, pending litigations and to discuss the compensation of a public official. Mr. Joyce seconded it. The roll was called. There were five (5) ayes and none opposed. The rest of the board was invited into the executive session.

11:52 a.m. - Mr. Joyce made a motion to come out of executive session, seconded by Mayor Welo. There were six (6) ayes and none opposed. Ms. Moss returned to the meeting to vote out of the ES.

#### Light Rail Bonding Renewal continued

It was moved by Mr. Serrano, seconded by Rev. Lucas and approved by unanimous vote to move this to the full board meeting.

#### 2019 Budget

Rajan Gautam, DGM of Finance and Administration, gave the presentation. This is to amend the fiscal year 2019 revenues and appropriations for the General Fund and provide an increase in the transfer to the

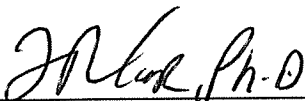
reserve fund for \$6 million for rail car replacements. Back in 2018, there was more income than planned. In 2019, the adjustments were made, but there was no money placed in the rolling stock replacement fund. Staff will ask for approval to put this money in that fund. Dr. Caver added that the next major infrastructure purchase will be for rail cars. He has been at the state and federal level discussing opportunities for grants and RTA needs for rail car funding. It's important to have a fund to have the match ready. Currently there is \$17.5 million in the fund. This transfer will take the fund to \$23.5 million.

When OMB presented the 2019 budget in late 2018, the numbers were based on projected 2018 revenues and expenses. Now that the actual 2018 results are in, it shows the total revenues were \$2.4 million more than they projected. The expenditures were \$1.4 million lower than projected, resulting in a \$3.9 million increase in the ending balance. The sales and use tax is the largest source of dedicated revenue, \$197 million or 7% of total revenue. Sales tax receipts were projected at \$201.3 million. Actual receipts from Oct-Dec. came in higher at \$204.3 million. They base the budget on conservative estimates using metrics from the Federal Reserve and other entities. Their estimate included a 1.5% increase in the sales and use tax for 2019, which gets confirmed with Standard & Poor's Global Projects, which projected retail sales to increase by 1.59%. Therefore, they propose to increase the 2019 sales tax budget by 1.5% based on the 2018 actual receipts. This will increase from \$204.3 million to \$207.4 million. The out years will appropriately be adjusted.

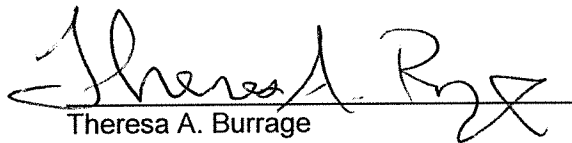
The 2019 reserve fund transfers was budgeted for \$2 million. There was not a transfer for the rail car fund. Because of the change in the actuals, they propose the budget be changed to include a \$6 million transfer to the rail car fund, which will increase the total reserve fund to \$8 million. For 2019, this will increase total transfers to other funds to \$37.8 million. The available ending balance for the amended 2019 budget is projected to total \$27.4 million.

Staff requests that the Operational Planning & Infrastructure Committee recommends to the full Board the 2019 Proposed Amended Budget. It was moved by Rev. Lucas, seconded by Mr. Serrano and approved by unanimous vote.

Mayor Welo adjourned the meeting at 12:03 p.m.



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



Theresa A. Burrage  
Executive Secretary