

RESOLUTION NO. 2002- 139

AUTHORIZING THE GENERAL MANAGER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE OHIO DEPARTMENT OF TRANSPORTATION FOR DESIGN AND CONSTRUCTION OF THE WOODHILL STATION REHABILITATION IN AN AMOUNT NOT TO EXCEED \$1,770,000.00 -(RTA DEVELOPMENT FUND - ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Authority plans to rehabilitate its Woodhill Light Rail Station; and

WHEREAS, the Ohio Department of Transportation (ODOT) is currently designing a major rehabilitation to the Buckeye/Woodhill Bridge over the GCRTA Light Rail tracks adjacent to said station; and

WHEREAS, ODOT has offered to furnish design and construction services for the station rehabilitation in conjunction with its project, at an estimated cost to the Authority of \$1,770,000.00; and

WHEREAS, pursuant to Section 306.43(H)(4) of the Ohio Revised Code, the purchase of goods or services from the State is exempt from the competitive procurement process; and

WHEREAS, ODOT is a department of the State of Ohio; and

WHEREAS, the General Manager deems the offer of ODOT to be advantageous to the Authority, and recommends acceptance thereof by the Board of Trustees.

NOW THEREFORE, be it resolved by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the offer of the Ohio Department of Transportation for the design and construction of the Woodhill Light Rail Station is hereby accepted.

Section 2. That the General Manager of the Authority is hereby authorized to negotiate and execute an interagency agreement with ODOT to furnish design and construction services, subject to mutual agreement, and approval by the Federal Transit Administration.

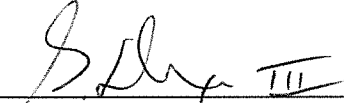
Section 3. That said agreement shall be payable from the RTA Development Fund, Engineering & Project Development Department Budget, including but not limited to Capital Grant OH-03-0209 and future funding in an amount not to exceed \$1,770,000 (\$1,416,000.00 in Federal funds, which represents 80% of the total cost).

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Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon funding for future years; compliance by the contractor to the Specifications and Addenda, thereto, if any; the Affirmative Action Plan adopted by the Board of Trustees in Resolution 2002-120; bonding and insurance requirements and all applicable laws relating to the contractual obligations of the Authority.


Section 5. That this resolution shall become effective immediately upon its adoption

Adopted: July 16, 2002



President

Attest:



CEO, General Manager/ Secretary-Treasurer



TITLE/DESCRIPTION: AUTHORIZING THE GENERAL MANAGER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE OHIO DEPARTMENT OF TRANSPORTATION FOR DESIGN AND CONSTRUCTION OF THE WOODHILL STATION REHABILITATION IN AN AMOUNT NOT TO EXCEED \$1,770,000.00 – RTA DEVELOPMENT FUND (ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)	Resolution No.: 2002-
	Date: July 8, 2002
	Initiator: Engineering & Project Development Department
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

1.0 PURPOSE/SCOPE: This action will allow the Authority to enter into an intergovernmental agreement with ODOT for the design and construction of the Woodhill Station Rehabilitation.

2.0 DESCRIPTION/JUSTIFICATION: ODOT is currently designing a major rehabilitation to the Buckeye/Woodhill Bridge over GCRTA's light rail tracks adjacent to the Woodhill Station. The Woodhill Station rehabilitation was included in GCRTA's Capital Improvement Program last year due to the deteriorating condition of the station. Design funds were programmed for 2002 with construction funding programmed for 2003. The proposed construction of ODOT's bridge project has been delayed until August 2003 due to property acquisition and utility relocations that are ongoing. This delay provides GCRTA an opportunity to combine the station rehabilitation with the bridge project. This approach will save approximately one year in the completion of the station rehabilitation. It will also save money for both agencies by eliminating duplicate work on temporary platforms, retaining walls, and maintenance of vehicular and pedestrian access.

3.0 PROCUREMENT BACKGROUND: Pursuant to Sec. 306.43(H)(4) exempts purchases of goods and services from the state or federal government, other political subdivisions, or agencies from the requirement for competitive procurement. Federal Transit Administration Circular 4220.1D encourages the use of intergovernmental agreements for such purchases, providing that the acquisition conforms to the FTA's procurement standards as defined in the Circular. ODOT is a grantee of the U.S. Department of Transportation through both FTA and the Federal Highway Administration, and has verified that its procurement process conforms to these requirements. The Authority departments ordinarily involved in construction procurements will review the ODOT process as appropriate to verify compliance.

ODOT procured its design services pursuant to the Brooks Act, and will competitively bid the construction phase. ODOT determined the price negotiated for the design to be fair and reasonable, and will conduct a bid price analysis for the construction solicitation.

4.0 DBE / AFFIRMATIVE ACTION BACKGROUND: Because this is an ODOT procurement, the Office of Business Development does not establish DBE goals or conduct Affirmative Action reviews.

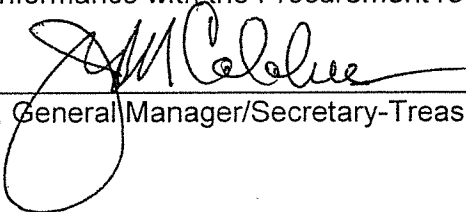
5.0 POLICY IMPACT: None

6.0 ECONOMIC IMPACT: This agreement will be funded through the Authority's Development Fund, Engineering & Project Development Department Budget, including but not limited to Capital Grant OH-03-0209 line item 12.31.02 (\$120,000.00) and future funding in an amount not to exceed \$1,770,000.00 (\$1,416,000.00 in Federal funds, which represents 80% of the total cost). Of the total cost \$120,000.00 is for the design and is budgeted in the current year, and \$1,650,000.00 is for the construction and is budgeted in 2003. The total is \$200,000.00 less than the budgeted amount for this project.

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- 7.0. ALTERNATIVES: Reject this proposal. Rejection of this proposal would result in the Authority proceeding with the design and the construction of this project independently from ODOT. This would result in increased costs, an approximate one-year delay in the completion of the project, and increased impact to our customers due to the longer duration of construction at and adjacent to the station.
- 8.0. RECOMMENDATION: It is recommended that the offer to include the Woodhill Station Rehabilitation with ODOT's Buckeye/Woodhill Bridge Rehabilitation project be accepted and the resolution passed authorizing the General Manager to enter into an intergovernmental agreement.
- 9.0. ATTACHMENTS: None.

Recommended and certified as appropriate to the availability of funds,
legal form and conformance with the Procurement requirements.



CEO, General Manager/Secretary-Treasurer