

## Minutes

### RTA Operational Planning & Infrastructure Committee

9:25 a.m. May 7, 2024

**Committee Members:** Welch (Chair), Love, Sleasman

**Other Board Members:** Koomar, Mersmann, Pacetti, Weiss

**Not present:** Biasiotta (left early), Lucas, McPherson

**Staff:** Becker, Birdsong Terry, Brown, Burney, Caver, Cesla, Dangelo, Davidson, Fesler, Fields, Fleig, Freilich, Ganther, Gautam, Gibson, Jenkins, Jones, Jupina, Kersh, Kirkland, Laule, Miller, Miranda, O'Donnell, Prebish, Rusnov, Schipper, Sutula, Tarka, Togher, Walker-Minor, Young

**Public:** Gibbons, Hagar

The meeting was called to order at 9:25 a.m. Three (3) committee members were present.

#### IFP Procurement for Repairs to Main Office Building Parking Garage

Grant Kersh, Construction Engineer and Ann Marie Prebish, Contract Administrator II, gave the presentation.

GCRTA owns the lower level of the Main Office Building parking garage, beginning with the top of the ramp located at 701 W. Lakeside Avenue Cleveland, OH 44113. Work is currently happening in the garage on the first floor and above by the Pinnacle owners. This work is separate from RTA.

#### *Project Objectives*

- Extend the MOB Parking Garage service life utilizing conventional methods & materials by:
  - Patching areas throughout the basement ceiling
  - Patching areas of the ramp and applying a new wearing surface
  - Replacing metal drain assemblies with PVC components

#### *Procurement Overview*

The Invitation for Bid (IFB) was issued February 25, 2024. It was accessed on the GCRTA web site by twenty-nine (29) interested parties. One (1) firm submitted a bid. The lowest responsive and responsible vendor was JADCO Construction Services Inc. There was an 11% DBE participation goal assigned to this project. JADCO will meet this goal by utilizing Brush Striping LLC, Artistic Rock, and All Contractors Supply. Their client base includes Ohio Department of Transportation (ODOT), AECOM Parking Facility, the City of Lyndhurst, John Carroll University, the City of Akron, and Greater Cleveland Regional Transit Authority (GCRTA), among others.

Staff requests that the Operational Planning & Infrastructure Committee recommend award to JADCO Construction Services Inc for the Main Office Building Garage Repairs. The contract is in an amount not to exceed \$423,000.00.

Ms. Welch asked about the relationship between RTA and Pinnacle and who is responsible for damage above the RTA level. Mr. Kersh said RTA owns the basement level of the garage.

Mr. Schipper said the relationship is like a condominium arrangement. There are some common maintenance fees RTA pays each year. Pinnacle's work is above and beyond that work just as RTA work is above and beyond that agreement. Mr. Schipper added that RTA has a long-standing relationship with Pinnacle. This work is RTA's responsibility. Mayor Weiss asked for clarification on what work Pinnacle is doing in comparison to RTA. Mr. Schipper said the building is structurally sound and RTA is handling the drainage issues. Pinnacle's work will also take care of those issues. Access to the garage will not change.

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

### Capital Improvement Plan

Carolyn Young, Manager of Budgets and Mike Schipper, DGM, Engineering & Project Management, gave the presentation.

The presentation will include the following topics:

- Capital Improvement Funds
- Capital Planning Committees
- Capital Planning Schedule
- Project Ranking Criteria
- Proposed Capital Budget & Five-Year Capital Plan
- Sources of Funding
- FY 2025 Capital Projects
- Unfunded Projects
- Public Hearing

### *Capital Improvement Fund Budget*

For capital projects to be included into the Capital Plan, the assets must be at least \$5,000 or more and have a useful life of 1 year. Capital Improvement funds are used to account for construction acquisition of properties and purchase of equipment and vehicles. The CIP has two fund accounts. Projects requested through the Capital fund (small and routine projects) and have a useful life of 5 years and Development fund (large projects).

### RTA Capital – 100% Local Funds $\geq$ \$5,000 $<$ \$250K

- Routine Capital – acquisition of non-revenue vehicles and small equipment
- Asset Maintenance – rehabilitation of current assets at passenger station or facilities.

### Development Fund – grants and or local funds $\geq$ \$250K and useful life greater than 5 years

These are grant funded projects with a local match

### *Capital Planning Committees*

- Capital Program Working Group – CPWG - has 12 committee members. Consisting of Managers/Directors from various Divisions
  - CPWG is responsible for reviewing project submissions and prioritizing projects based on shovel readiness and scoring projects based on six ranking criteria.
- Capital Program Oversight Committee - CPOC has 8 members – This committee is the Executive Management Team (Consist of CEO & Deputy General Managers, Internal Auditor)
  - This committee will review CPWG recommendations, assess how projects align with the current strategic plan, and make a final decision based on funding availability and return on capital investments.

### *Capital Improvement Plan Calendar*

The CIP process began last September 2023. Between Jan-Feb 2024, projects were reviewed by OMB and submitted CPWG for review. Between March-April 2024 projects were ranked and scored, and moved to the CPOC and OMB for review. The committee presentation, public hearing and recommendation from the Board is made in May. The CIP is submitted to NOACA for review and approval in June.

### *Ranking Criteria*

Competing projects were ranked using the criteria below. All criteria are important even with a lower percentage.

- State of Good Repair (SOGR) – 25%
- Health & Safety – 20%
- Government Mandates – 20%
- Ridership/Transit Oriented Development – 14%
- Operating Budget Impact – 15%
- Environmental Impact – 5%

### *Proposed Five Year Plan by Project Category*

The Proposed 2025 Capital Improvement Plan Budget totals **\$165.9 Million**. Projects are budgeted in nine categories:

1. \$0.0 Bus Garages (Garage Improvement and System Upgrades)
2. \$23.1 Million: Bus Improvement Program (Ongoing Bus Purchases)
3. \$12.1 Million: Equipment and Vehicles (Non-Revenue vehicle replacement, Info. Tech Upgrades and small routine purchases)
4. \$14.6 Million: Facility Improvements (Bridge Rehabilitation, HVAC/Roofing/Paving Repairs)
5. \$33.7 Million: Other Projects (Planning studies & Project Contingencies & MetroHealth BRT)
6. \$1.7 Million: Preventive Maintenance/ Operating Reimb.
7. \$32.7 Million: RailCar Replacement Prog. – Heavy/LR Rail Vehicles and Rail Infrastructure Modif.
8. \$47.7 Million: Rail Projects (Track Rehab, Station upgrades, Substations and Signal reconstruction)
9. \$0.3 Million: Transit Centers (ADA Enhancements)

The 5-Year Proposed CIP totals **\$591.1 Million**, of which \$82.7 Million is for planned Rail Car Replacement Program.

### *FY 2025 Proposed Projects by Categories*

The FY 2025 Proposed Budget is estimated at \$165.9 million. Of which, the largest 3 categories are:

- Rail Project – at 29.0%
- Rail Car Program – 20%
- Other Projects - 20%

### *Funding Sources*

The Authority's capacity to support its ongoing CIP depends on the availability of governmental grants, local match funds and ability to issue bonds. The Authority only goes out for debt when it is

required. If projects are financed by debt the useful life of the asset should exceed the term of the bond. The Authority has received grants from the following.

- Federal – Department of Transportation (DOT) - Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Federal Emergency Management Agency (FEMA)
- State – Ohio Department of Transportation (ODOT), Ohio Environmental Protection Agency (OEPA)
- Local Funds = Sales & Use Tax, Bonds

#### *Five Year Plan – Funding Source*

The next 5 – Years we are anticipating funding levels to be receipted from following funding sources:

- 54.2% - Federal grants
- 10.8% - State funds
- 19.6% - Local/Local Match Funds
- 15.5 % - To Be Determined/unfunded (competitive grants)

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#### Engineering & Project Management

Today's presentation will show the Infrastructure and Investment Job's Act (IIJA) impact on the CIP. We're in the 3<sup>rd</sup> year of the 5-year program. The Waterfront Line Bridge Rehabilitation benefitted from the IIJA.

#### *2025 Capital Budget Highlights*

- 2024 Continuing Projects
- Bus Garages
- Facility Improvements
- Rail Projects
- Other
- Vehicle Improvement Program
- Competitive Grants
- Unfunded Projects

#### *2024 Projects Continuing in 2025*

- Design
  - West 25<sup>th</sup> Street/MetroHealth BRT Line
  - Central Rail Maintenance Facility Modifications
  - Red Line Platform Modifications
- Construction
  - Tower City East Portals
  - West 117<sup>th</sup> Street Track Bridge and Platforms
  - Main Office Building Roof and HVAC
  - Hayden 60 ft. Lifts

#### *Bus Garages - 2025*

- Design
  - None
- Construction
  - Hayden 40 ft Lifts
  - Hayden & Triskett Bus Wash Replacements

#### *Facility Improvements - 2025*

- Design
  - Fly over Track Bridge near Stokes

- Cuyahoga Viaduct Phase 2 – we did the first 5 spans from the western end and across the river. This design will continue towards Tower City
- Construction
  - Brookpark Shop Improvements - related to the rail program
  - Rail Service Building Mezzanine – separate from the rail program
  - Main Office Building Elevators
  - Red Line Track Bridge over Brookpark Repairs – before rail cars arrive

*Rail Projects*

- Design
  - Light Rail Reconstruction Design Support
  - Three Rail Station Platform Replacements
- Construction
  - Light Rail Track Reconstruction – Shaker Square
  - East 79<sup>th</sup> Street Light Rail Station ADA
  - Light Rail Fiber Optic line – completed on the Red Line
  - East 55<sup>th</sup> Transformer Replacement

*Other*

- Planning
  - Lorain Corridor Transit Oriented Development Study – grant recently awarded
    - Issuing the RFP for Broadway corridor for grant received last year
- Workforce Development
  - Training Center at Woodhill
  - Bus Shelter Upgrades

*Vehicle Improvement Program*

- Bus Replacements
  - 40, 40 ft CNG Bus Options – will come to the Board to exercise options with bus lead time at the end of 2025 or early 2026
  - Up to 8, 60 ft CNG Bus Options
  - 10 Paratransit Vehicles
- Rail Car Replacement Program
  - Up to 30 Additional Rail Vehicle Options – clause in the contract for better pricing for large order

*Unfunded CIP Needs*

Due to the IIJA and competitive grants, this number is down from \$500M from several years ago.

- \$236M in unfunded projects
  - Rail Vehicle Replacement Program \$ 30M
  - Rail Facilities & Infrastructure \$ 21M
  - Track Rehabilitation \$ 41M
  - Rail Signal System \$ 12M
  - Bus Vehicles \$ 12M
  - Technical Support – Hardware/Software \$ 24M
  - Bus/Rail Facilities & Yards \$ 35M
  - Bridges, Stations, Equipment \$ 41M
  - MetroHealth BRT \$ 20M

### *Securing Additional Funding*

- Infrastructure Investment and Jobs Act (IIJA) FTA formula grants provide \$56M + GCRTA Local Match of \$14M for base funding level of \$70M per year.
  - When IIJA expires, that funding could drop down to FAST ACT numbers for 2028 and 2029
- SFY2024-2025 ODOT Office of Transit administers \$70M of Ohio General Revenue and Flex Funding and \$15M of new Workforce Mobility funding.
- Competitive grants at federal, state, and local level provide the majority of funding beyond the base level.

### *Competitive Grant Awards in 2023*

- Bus Improvement Program
  - \$4.1M ODOT Urban Transit Program
  - \$0.7M NOACA Section 5310
- Rail Car Replacement Program
  - \$130.0M FTA Rail Vehicle Replacement
  - \$ 12.4M ODOT Ohio Transit Preservation Partnership – 1 yr. allocation
- MetroHealth BRT
  - \$12.0M ODOT Ohio Transportation Review Advisory Council
- **Total Awards of \$162.5M**

### *2024 Grant Submissions*

- Bus Improvement Program
  - \$10.6M FTA Lo/No Emission (Electric Buses)
  - \$ 4.1M ODOT UTP
  - \$ 0.9M NOACA Section 5310
- Rail Car Replacement Program
  - \$16.5M ODOT OTP2 – *awarded \$8.3M*
- Eight Blue Light Rail Station ADA Reconstruction
  - \$16.0M FTA All Station Accessibility Program
- Light Rail Track Reconstruction
  - \$26.7M ODOT Transportation Review Advisory Council
  - \$3.0M Community Project Funding
  - \$3.0M Congressionally Directed Spending
- Workforce Development
  - \$1.0M Congressionally Directed Spending
  - \$2.0M ODOT Mobility Grant

So far this year, we've received \$24M of grant awards from last year's applications.

Mr. Love asked about the ranking process and how the criteria are formulated and if the percentages are revisited. Ms. Young said FTA mandates guidelines on selecting capital projects for the plan. The six criteria impact our ongoing services most heavily. The CPOC and CEO/GM created the criteria. They are reviewed and revised when new items are required by FTA. Mr. Love asked if the Board could understand the ranking prior to the CIP presentation. Ms. Terry said as they make changes, they will bring that back to the Board.

Mr. Sleasman noted that even though we've done a lot of SOGR, we're behind and have more work to do. Mr. Schipper said it's important to advocate for proper level investment. IIJA was years in the

making, but it was only for five years. We are addressing a huge SOGR program. We have the oldest rail fleet in the country. We have flattened out our bus replacement curve. A lot of grants are bus and railcar related. These items are expensive. The track slow zone percentages are too high. As we fix the track, we can eliminate slow zones. We can't expand until we get in a SOGR.

Ms. Mersmann thanked the staff for the background information. The budget is very robust. She asked going forward if they can get a clearer picture of how investments in the track line up with the rail cars and how best to strategize gaps in funding. Mr. Schipper said we've invested \$75M in the Red Line west so it is in good shape. The Blue and Green Line from Shaker Square out has the biggest track replacement gap. We are short \$30M. Red Line east end work is a few years out. Ms. Mersmann asked if the ODOT funding is part of the \$70M. Staff confirmed that. Of the \$70M, there are two pots. We usually get \$4M. OTP2 is \$30M. We've been receiving between \$8M-\$12M. The rest of that \$70M is set up for mid-size and smaller systems in the state.

Ms. Mersmann asked if bonds are used for a local match and about the stairs at W. 65<sup>th</sup> Lorain Station. Ms. Young said at the end of 2023, our current debt level was set up at \$30M. We're looking to pay off \$7M in principle. We still have a fund balance in municipal bonds. Mr. Schipper said W. 65<sup>th</sup> had an unsuccessful bid, so they will be rebid in a month. E. 79<sup>th</sup> Station on the LR is fully funded. Station work at W. 25 Station is up next. Work at Windermere will be after that.

Ms. Pacetti asked about the largest risk with unfunded projects and whether population/geographic impact is assessed of the various projects and communication of those investments. Mr. Schipper said they track annually the impact of major projects on environmental justice (EJ). Last year, 77% of that spend hit an EJ community. This includes high minority/high poverty or both. They project investments to be the same this year. The biggest risk for unfunded projects is that we've been winning money so we could get looked over and late funding on projects. Mayor Koomar asked about the escalators at Triskett. The escalators are covered in the new elevator/escalator maintenance contract. But several elevator/escalator replacements are in the plan.

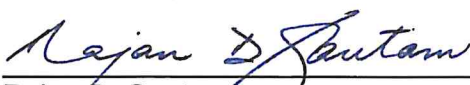
10:22 a.m. - It was moved by Mayor Koomar, seconded by Mr. Sleasman to suspend the meeting to hold the Public Hearing.

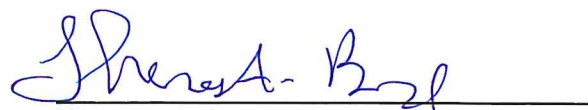
10:26 a.m. - It was moved by Mr. Love, seconded by Mr. Sleasman to reconvene the committee meeting.

Staff recommends that the Operational Planning & Infrastructure Committee present this resolution to the full Board for approval of the FY 2025- 2029 Capital Improvement Fund Budget

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

The meeting was adjourned at 10:26 a.m.

  
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Rajan D. Gautam  
Secretary/Treasurer

  
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Theresa A. Burrage  
Executive Assistant

