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Committee meetings

Documenter name: Ashley Lubecky

Agency: [Greater Cleveland Regional Transit Authority](#)

Date: July 9, 2024

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Summary

- All motions passed unanimously.
- Proposed projects advanced in this meeting and detailed below could cost up to about \$9.4 million in total.
- No public comments were made today.

Follow-Up Questions

- Are the Blue Line and Red Line rail cars different? If so, why?
- Is passenger fund revenue expected to increase? If so, is that because of ridership or because of an increase in fares?

Notes

Operational Planning & Infrastructure Committee

Full [quorum](#) today.

Presentation for main office roof replacement project from Brian Schultz, an RTA construction engineer, and Jonathon Laule, RTA's program contract manager.

-Includes replacing the four skylights and resealing the metal roof.

-Roof is more than 25 years old and is leaking

-Replacement will be targeted in Summer 2025

-Staff recommends awarding Warren Roofing & Insulating LLC this project

-Contract is not to exceed \$940,000.

Motion to send project to the full board to consider at a later date passed unanimously

Main office building HVAC replacement presentation

- Presented again by Laule and Schultz
- Replacing five HVAC systems on the roof
- HVAC units have not been replaced since 1997; replacement is recommended every 15 years
- Replacement to be targeted in spring 2025
- Staff recommends [CRS Metalworx](#) to complete project
- Contract not to exceed \$1,575,000.

Motion to send project to the full board to consider at a later date passed unanimously

Engineering services for the Red Line station platform modifications

- Presented by Kirk Dimmick, RTA engineer project manager for bridges, and Laule
- 25 RTA station platforms require modification; only 22 are in this particular contract
- Heavy rail platform extension needed to accommodate new rail cars
- Will be broken into sections, six platforms east, 10 west, and remaining six to be combined in separate contract
- Will be broken down into two phases
 - Phase 1
 - Repair details to improve existing platform
 - Phase 2
 - Install new edge width extension
- It is requested that [Osborn Engineering](#) take on this project
- Project is not to exceed \$861,677.

Question from Board Member Jeffrey Sleasman: What kind of time for shutdowns?

- Dimmick: Team to work with RTA staff, could be as little as 10 days but could be more depending on complexities
- RTA Chief Operations Officer Floun'say Caver [explained the process](#) for train shutdowns for implementing new train cars: East Side will be shut down first, and there will be additional bus connections during shut down
- Caver: Challenging engineers to come up with a system for minimal shutdown time

Motion to send project to the full board to consider at a later date passed unanimously

Design services for Central Rail Maintenance Facility Modifications for New Railcars

- Presented by Mike Capek, RTA engineering project manager for facilities, and Laule
- New rail cars have equipment mounted on top of the car
 - Add three service balconies
- New rail cars have hydraulic brake system

- Snow-melting system to be designed and added
- Staff recommends awarding project to [Richard L. Bowen associates](#)
- Contract not to exceed \$472,485.

Motion to send project to the full board to consider at a later date passed

Trunk line signal system

- Four presenters from RTA staff
- Rebuild the signal system from East 79 Street to Shaker Square
- 8-week shutdown
- Fall 2025 proposed for completion, was originally July 2024
- Reviewing solutions and determining cost since June 2023
- Will provide superior [shunting](#) sensitivity and broken rail detection
- Contract authorized by Resolution 2023-2 in an amount not to exceed \$4.5 million in March 2023
- Proposed change order of an additional \$1,129,069 for new proposed solution and new construction schedule, for a new total up to \$5.6 million.

Question from Board Member Lauren Welch: Because this is a change order, curious where we were able to get the money to add to this contract?

- Caver: The system that we currently have is an older system; this will modernize our system
- RTA's Michael J. Schipper: This project had a \$6 million budget; the additional money is coming from a combination of federal grants and local funds

Motion to send project to the full board to consider at a later date passed unanimously

Next on the agenda: 2025 tax budget

<https://www.riderta.com/sites/default/files/events/2024-07-09TaxBudget2025.pdf>

Presenter: Kay Sutula, director of RTA's Office of Management & Budget

RTA's fiscal year 2025 budget schedule:

- May '24: Capital Improvement Plan, adopted by board
- July '24: Tax budget review and adoption
- August '24: Operating budget development begins
- November '24: 2025 budget review and public hearing
- December '24: 2025 budget review and public hearing, adoption by board

2025 economic assumptions

- Inflation 2.3-2.8%
- Interest rates 4.25- 5.0%
- Ridership increase - modest
- Sales tax - modest growth

Total revenue estimate of \$352.2 million for 2025 tax budget

Expenses for 2025 tax budget (in millions)

- Salaries and overtime - \$173.2
- Payroll taxes - \$61.5
- Fuel and utilities - \$13-
- Inventory - \$13
- Services, material and supplies - \$26.2
- Purchased transportation - \$15
- Other - \$7.8
- Transfers - \$41.1
- Total \$350.8

Questions from Sleasman: Can you remind me how much longer the funds in the stabilization account have before they're up?

-RTA's Raj Gautam: A little over \$142 million as we speak

-Sleasman: Why is the growth for cost of service per hour 5.5% above what we estimated for 2024?

-Sutula: Purchased transportation has increased over the last few years as well as salaries and materials.

No public comments today on the 2025 tax budget.

Recommendations

-Staff requests that the Operational Planning Committee recommend the FY 2025 tax

budget to the full board.

Motion passed unanimously.

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