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

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.**

If you believe anything in these notes is inaccurate, please email us at cledocumenters@gmail.com with "Correction Request" in the subject line.