

Q2

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

QUARTERLY MANAGEMENT REPORT

SECOND QUARTER 2022



Contents

From the General Manager.....	2
Financial Analysis	5
Board Policy Goals	7
Capital Commitments and Expenditures	9
Performance Measures.....	14
Critical Success factors.....	14
Quarterly Marketing Activities.....	17
Disadvantaged Business Enterprise (DBE) Participation/Affirmative Action.....	19
Affirmative Action.....	21
Succession Planning	22
Engineering/Construction Program	26

From the General Manager



The Centers for Disease Control (CDC) removed the mask mandate for public transportation on April 18, 2022. With the return to pre-COVID-19 work routines, our employees diligently worked to make progress on 2022 priorities. Specifically, as an organization we continued with performance measurement with TRACTION; the second wave of Customer Service surveys was administered, finalized a new Amalgamated Transit Union (ATU) contract, and learned that we were recipients of new grant funds and more.

As part of the implementation of TRACTION, we conducted Customer and Community surveys to learn their impressions of the services we provide. For Wave 1 of the Customer Survey, GCRTA has a 25% Net Promoter Score (the likelihood that someone would recommend riding GCRTA to a friend or neighbor).

All four transportation modes were surveyed (fixed route, train, paratransit and the HealthLine). Consistently, the most important factors of service include on-time performance, safety, cleanliness, and customer service. Several of the service elements with the highest levels of satisfaction across all modes were the vehicles being operated safely and operators being helpful and courteous. Areas where the GCRTA has room for improvement include on-time performance and vehicle cleanliness.

The Community Value survey was designed to understand how community members, including individuals who may not ride GCRTA, perceive the value that GCRTA brings to the Greater Cleveland area. The results of the random survey indicate the most important areas where GCRTA can provide value to the community are in providing mobility to low-income families, providing transportation options to people with special mobility needs, and providing affordable transportation options.

The results of the survey showed that 83% of our community believes GCRTA is valuable in providing mobility to low-income families, and 76% believe the Authority brings value by providing transportation options to people with special mobility needs. Overall, approximately 14% of respondents use GCRTA; however, 37% find personal value in the services GCRTA provides. Although community members may not use GCRTA services, they still believe it provides value to the Greater Cleveland community.

The ATU and GCRTA successfully reached a new agreement on a labor contract. Both negotiation teams put forth significant effort and time to reach a fair agreement for both the employees and the organization. The ATU membership ratified the agreement on March 15, 2022, and the GCRTA Board ratified the new terms of the contract on March 29, 2022. The terms of the new contract are effective from August 1, 2021, through July 31, 2024.

During this quarter, GCRTA received notification of two new grant awards. The first was in April from the U.S. Department of Transportation (USDOT) and Federal Transit Administration (FTA) for \$4,000,000 to replace the roof of the Hayden Garage facility. The second was awarded in June from the USDOT for \$585,000 to improve transit services, to continue eliminating barriers to transportation services and to implement improved transit planning in high poverty locations.

In April and May, our teams were busy preparing for the transition from the RTA CLE mobile ticketing app to Transit with EZfare mobile ticketing service. As a result of the transition, customers can:

- Plan a trip and obtain real-time information
- Purchase and use fare media

- View between in and outbound trips
- Plan a multimodal trip
- Obtain step-by-step directions

Transit with EZfare went live on June 12, 2022. To inform and educate our communities, we hosted a community kick-off event on June 22, 2022, in Public Square. The engaging event included active participation from neighboring Transit Authorities, food trucks, yard games, and GCRTA staff on site to educate and inform attendees of the new way to pay. Mike Lively, ITS Director, provided an overview of the app and welcomed speakers from GCRTA, NEORide, Masabi (provider of EZfare) and Transit.

Additionally, installation of fare validators began on our HealthLine buses with the remaining fleet to be installed over the next few months. Validators allow passengers to scan the bar code on their mobile device and board the bus thus reducing boarding time.

The next phase of the EZfare implementation will be to introduce Smartcards for passengers who do not have access to a mobile device. This will allow passengers to load funds on their account and then simply scan their Smartcard on validators.

Another exciting development is the launch of our Transit Ambassador program. The program will consist of eight Ambassadors and two Community Outreach Specialists. The Ambassadors will be tasked with providing riders with information on purchasing passes, routes, getting on/off the bus, reporting safety issues, and much more. The Community Outreach Specialist will be tasked with performing mental health, crisis, and substance abuse outreach, de-escalate any customer issues, and serve as a resource. This program is a result of community input and is scheduled to go live during the third quarter of 2022.

In May, our leadership and staff had the honor of co-hosting U.S. Secretary of Transportation Pete Buttigieg and U.S. Congresswoman Shontel Brown at the Cuyahoga Community College (CCC) Transportation Center. The national leaders were in town to discuss ideas and strategies expected to emerge from the historic Infrastructure Investment and Jobs Act (IIJA).

During the visit, the workforce partnership between CCC and GCRTA was elevated as a model for workforce readiness and the future of work. I facilitated a panel discussion on the future of workforce and opportunities for transformative impact that the IIJA will have on the public transit industry going forward.

In late May, GCRTA learned that it had been selected as an “Employer of the Year” based upon GCRTA’s work in promoting women in transportation by Women's Transportation Seminar (WTS), an organization dedicated to advancing women in transportation. Our submission identified the following accomplishments:

- Hiring the first female General Manager & CEO of GCRTA.
- Having a high percentage of women on its executive management team (Legal, External Affairs, Transit Police)
- Women leaders in Operations Management, including the first female Chief of Police and Director of Power & Way
- 25% increase in women in management positions
- Supporting the work of Elevating Women Together – an employee resource group
- Offering training and support to women in transportation

Supporting women in transportation include demonstration of women in high leadership positions, promotion, and training of women through the ranks, and supporting women throughout their careers to ensure equity, respect, and opportunity.

The rail car replacement project continues to move forward. Currently, proposals received in March are being evaluated per the GCRTA procurement process. The Notice to Proceed to the car builder is expected to be issued in the fourth quarter of 2022, with delivery anticipated for the pilot vehicle in fourth quarter of 2025. Currently, \$189.4 million in funding has been identified. As we receive additional funding, we will exercise options to purchase additional cars.

Our teams are committed to working on our 2022 priorities. In the fourth quarter, we will launch Transit Ambassador program, introduce fare validators and smartcards as part of the transition to Transit with EZfare, award our rail car replacement contract, launch our holiday campaign, and implement several agency improvements as a result of customer surveys in efforts to enhance our customer impression and value in the community.

Sincerely,



India L. Birdsong

General Manager, Chief Executive Officer

FINANCIAL ANALYSIS

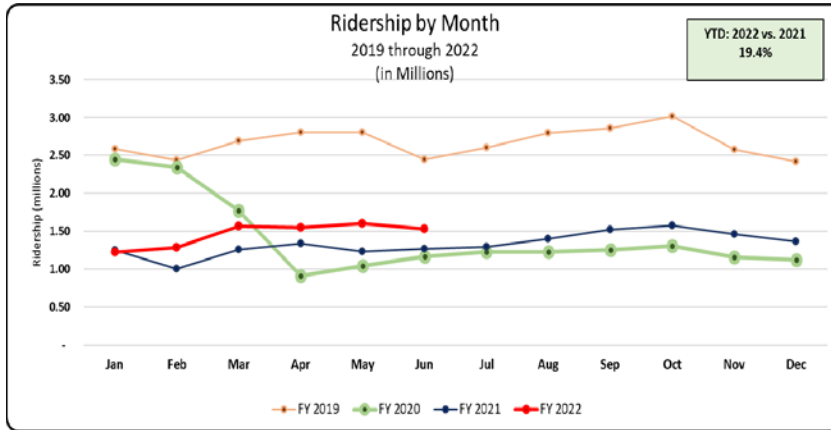
General Fund Balance Analysis					
	2022 Annual Budget	2022 Budget YTD Q2	2022 Actual YTD Q2	YTD Q2 Variance	YTD Q2 % Variance
Revenues					
Passenger Fares	\$ 21,719,563	\$ 10,745,455	\$ 12,695,854	\$ 1,950,399	18.2%
Advertising & Concessions	1,390,000	845,472	1,951,650	1,106,178	130.8%
Sales & Use Tax	242,986,048	114,675,214	123,702,251	9,027,037	7.9%
Investment Income	600,000	305,000	180,656	(124,344)	-40.8%
Other Revenue	1,500,000	600,000	277,456	(322,544)	-53.8%
Reimbursed Expenditures	5,000,000	2,630,000	12,186,831	9,556,831	363.4%
ARP Funding	81,293,421	81,293,421	81,293,421	-	0.0%
Total Revenue	354,489,032	211,094,562	232,288,119	21,193,557	10.0%
Operating Expenditures					
Salaries & Overtime	150,098,342	73,388,431	71,939,896	(1,448,535)	-2.0%
Payroll Taxes & Fringes	58,810,762	28,705,381	25,552,814	(3,152,567)	-11.0%
Fuel (Diesel, CNG, Prop. Pwr., Propane, Gas)	10,451,419	5,984,754	4,914,509	(1,070,244)	-17.9%
Utilities	4,179,636	2,089,824	2,054,543	(35,281)	-1.7%
Inventory	13,100,000	6,600,000	4,938,019	(1,661,981)	-25.2%
Services & Materials & Supplies	21,866,701	10,933,398	11,418,242	484,844	4.4%
Purchased Transportation	9,150,000	4,250,002	3,751,095	(498,907)	-11.7%
Other Expenditures	7,100,010	4,248,602	3,252,799	(995,803)	-23.4%
Total Operating Expenditures	274,756,870	136,200,391	127,821,917	(8,378,474)	-6.2%
Revenues less Operating Expenditures	79,732,162	74,894,171	104,466,202	29,572,031	39.5%
Transfers to Other Funds					
Transfer to/from Insurance Fund	2,500,000	-	2,500,000	2,500,000	#DIV/0!
Transfer to/from Pension Fund	40,000	40,000	-	(40,000)	-100.0%
Transfer to Reserve Fund	10,878,615	5,878,615	10,878,615	5,000,000	85.1%
Transfers to Capital					
Transfer to/from Bond Retirement Fund	11,500,000	11,500,000	2,652,314	(8,847,686)	-76.9%
Transfer to/from Capital Improvement Fund	40,228,465	23,000,000	40,228,465	17,228,465	74.9%
Total Transfer to Capital	51,728,465	34,500,000	42,880,779	8,380,779	24.3%
Total Transfers to Other Funds	65,147,080	40,418,615	56,259,394	15,840,779	39.2%
Total Expenditures	339,903,950	176,619,006	184,081,311	20,800,779	11.8%
Net Increase (Decrease)	\$ 14,585,082	\$ 34,475,556	\$ 48,206,808	\$ 13,731,252	0.3%
Beginning Balance	51,869,890				
Est. Ending Encumbrances	13,000,000				
Estimated Available Ending Balance	\$ 53,454,972				
# Months Reserves - Estimated		2.33			

Figure 1: General Fund Balance Analysis

General Fund Balance Analysis & Operating Analysis

The Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan (ARP) provided stability for the Authority in 2021. About half of the ARP funding was drawn down in 2021. The remaining ARP funding was drawn down in the 2nd Quarter of 2022.

Passenger Fares and Sales Tax continued to be strong in the 2nd Quarter of 2022, at 18.2% and 7.9% above budgeted levels, respectively. Operating Expenditures were 6.2% below budgeted levels. The reduction in Operating Expenditures is largely due to lower health care related expenses. Through 2nd Quarter, payroll taxes and fringes are 11.0% below budgeted levels.



Ridership through the second Quarter totaled 8.8 million riders, 19.4% higher than 2nd Quarter 2021. The increases are reflected across all modes. The 3 modes with the largest ridership increases compared to 2021 levels were Paratransit (38.5% increase), Park & Ride Buses (29.6% increase), and Fixed-route bus (22.0% increase)

Figure 2: Ridership

Passenger Fare Revenue totaled \$12.7 million in the 2nd Quarter of 2022, which is 22.2% higher than 2021 and 18.2% higher than budget. Mobile ticketing was 37.0% higher than 2021 levels. Cash fares were 11.7% higher, Passes and ticket sales were 7.4% higher, and student/U Pass sales were 68.4% higher than the same period in 2021. We are projecting Passenger Fares to be approximately \$23.5 million by year-end.

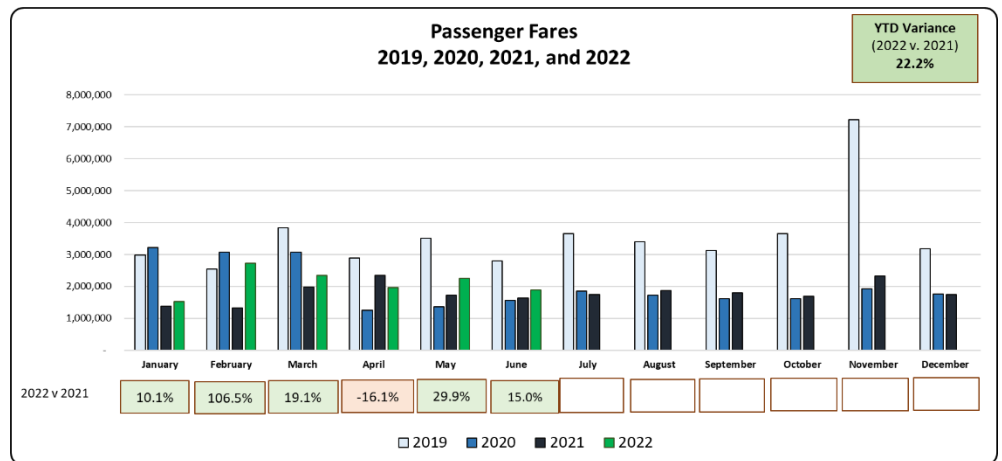
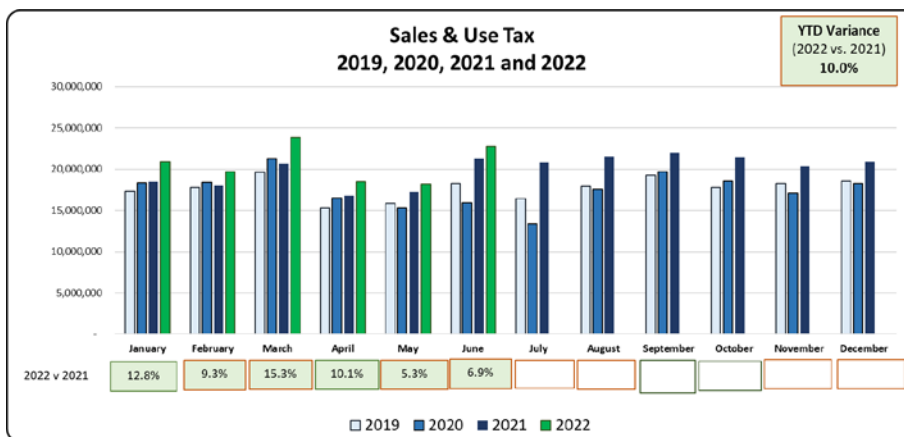


Figure 3: Passenger Fares



Sales Tax receipts totaling \$123.7 million through 2nd Quarter 2022 were 10.0% higher than the same period in 2021 and 7.9% higher than budget. On-Line Sales and motor vehicle sales continue to be strong, 32.6% higher and 19.7% higher than 2021, respectively. By year end, sales tax is projected to be \$253.0 million.

Figure 4: Sales & Use Tax

Total Operating Expenses at the end of the 2nd Quarter were 6.2% under budgeted levels. Total personnel expenses (salaries, overtime, payroll taxes and fringes) were 13.0% below budget. At the end of the 2nd Quarter, payroll taxes and fringes were 11.0% below budgeted level mainly due to health care and prescription costs coming in lower than projected. The Energy Price Risk Management Program continues to help stabilize fuel costs even in a current period of higher fuel costs. Fuel costs are expected to be within budget by year-end. The Authority also continues to purchase cleaner Compressed Natural Gas (CNG) buses and retire older diesel buses.

Transfers to Other Funds are made to support the expected expenditures and maintain the recommended balances for the Bond Retirement, Insurance, Supplemental Pension, Capital Improvement, and Reserve Funds. Most of these transfers were made in the 2nd Quarter.

BOARD POLICY GOALS

2022 2nd Quarter Financial Policy Goals						
		Goal	2021 Actual	2022 Budget	2022 Budget YTD Q1	2022 Actual YTD Q1
Operating Efficiency	Operating Ratio	≥ 25%	8.9%	8.7%	8.7%	11.6%
	Cost per Service Hour		\$153.7	\$164.8	To be calculated at year end	
	Growth per Year	≤ Rate of Inflation	-3.4%	4.7%		
	Operating Reserve (Months)	≥ 1 month	2.9	3.7	2.3	2.3
Capital Efficiency	Debt Service Coverage	≥ 1.5	3.04	9.03	9.41	10.45
	Sales Tax Contribution to Capital	≥ 10%	48.2%	21.3%	30.1%	42.7%
	Capital Maintenance to Expansion	75%- 90%	100.0%	100.0%	100.0%	100.0%

Figure 5: Board Financial Policy

Operating Efficiency

The policy goal is to maintain an **Operating Ratio** of at least 25%. This ratio shows the efficiency of management by comparing operating expenses to operating revenues (Passenger Fares, Advertising & Concessions, and Investment Income). At the end of the 2nd Quarter, the Operating Ratio is 11.6%. Although Passenger Fare receipts were higher than budget through the 2nd Quarter, we are short of meeting the policy goal of 25%. Ridership remains below pre-COVID levels and shows slow recovery. (Figure 5)

The target of the **Cost per Hour of Service** indicator is service to be maintained at or below the rate of inflation. The inflation rate and interest rate have both increased. These calculations will be completed at year-end.

Operating Reserve is targeted for a period of 30 Days or 1 Month, which requires the available unrestricted cash and cash equivalents to be one month of operating expenses to cover any unforeseen or extraordinary fluctuations in revenues or expenses. At the end of the 2nd Quarter, the Operating Reserve is 2.3 months in excess of the stated policy goal.

Capital Efficiency

The **Debt Service Coverage** ratio is the measure of the Authority's ability to meet annual interest and principal payments on its outstanding debt. The goal is for the debt service coverage to be 1.5 or above and compares total operating resources (net of operating costs and transfers to the Insurance, Capital, and Pension Funds) with the Authority's debt service needs. The Debt Service Coverage ended the quarter at 10.5 exceeding the policy goal.

The **Sales Tax Contribution to Capital** is a measure of the level of commitment to longer-term capital needs by determining the percentage of the sales tax revenues that is to be allocated directly to the Capital Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments. This indicator ended the quarter at 42.7%, above the policy goal.

The **Capital Maintenance Outlay to Capital Expansion Outlay** ratio shows the Authority's focus is on the maintenance or State of Good Repair (SOGR) of its current assets rather than on the expansion of service levels. This continues to remain the best course available as the Authority continues its bus replacement program, equipment upgrades, and plans for rail vehicle replacement and rail infrastructure improvements.

Capital Commitments and Expenditures

Capital Revenues

Under the Federal Grant Program there are 47 active grant awards: 29 are within the Formula Grant awards category and 18 are either highly competitive or discretionary grants.

The Formula Grants include \$54.5 million in funding from:

- 5307 - Urbanized Area Formula Grant
- 5337 - State of Good Repair (SOGR) Grant
- 5339 - Bus & Bus Facilities Grant

Competitive grants that have been received and identified for Fiscal Year (FY) 2022 total \$42.6 million, of which the federal share totals \$34.1 million are listed below.

- UTP (Urban Transit Program)
- OTP3 (Ohio Transit Preservation Partnership Program)
- CMAQ (Congestion Mitigation and Air Quality)
- NOACA (Northeast Ohio Areawide Coordinating Agency)
- FHWA (Federal Highway Administration)
- DERG (Diesel Emission Reduction Grant) Award

The Strategic Plan initiative is to apply for and successfully obtain at least \$20 million of competitive grant awards each year which would enable the Authority to focus on its State of Good Repair (SOGR) projects. These and other capital projects are explained in further detail in the Capital Commitments section. Capital projects are reported on an inception-to-date (ITD) basis. Competitive awards totaling \$42.6 million have been received prior to the end of the second quarter. Table 1 shows the funding sources, including competitive awards, funds committed through the life of the award, and funding available as of second quarter 2022. The following are the competitive awards:

- \$5.6 million for 7 60-FT BRT Articulated coaches
- \$2.7 million for 20 40-FT CNG Buses
- \$12.0 million for 25 40-FT CNG Buses
- \$6.8 million for 20 40-FT CNG Buses
- \$1.2 million for 11 Cutaway Vehicles
- \$877,810 for 10 25-FT Paratransit Vehicles
- \$3.3 million for Triskett CNG Building Compliance
- \$1.2 million for Red Line Curve Replacement
- \$1.9 million for Red Line Brookpark 515 Track Switch
- \$382,915 for S Curve Retaining Wall Repairs
- \$6.0 million for LR Rehab Program
- \$250,000 for Asset Maintenance Software Database
- \$500,000 for Baby on Board

ITD Funding Source Totals

Source of Funds	Funding Appropriated	Funds Committed	Funding Available	Percentage of Remain. Funds
FORMULA	\$ 125,149,297	\$ 98,236,663	\$ 26,912,634	20.20%
LOCAL (ALL)	\$ 173,339,251	\$ 69,310,150	\$ 104,029,101	78.07%
COMPETITIVE	\$ 34,062,165	\$ 32,477,647	\$ 1,584,518	1.19%
Federal Assistance	\$ 137,202,079	\$ 136,554,366	\$ 647,713	0.49%
STATE	\$ -	\$ -	\$ -	0.00%
OTHER	\$ 1,661,450	\$ 1,586,572	\$ 74,878	0.06%
	\$ 471,414,242	\$ 338,165,398	\$ 133,248,844	100%

Figure 6

(Table 1)

Commitments by Capital Category

The capital program is based on a multi-year, or an Inception-to-Date (ITD) approach. The total capital appropriations of \$629.3 million for FY 2022 include appropriations of \$136.8 million for FY 2022 and \$492.5 million of prior year carryover, which are displayed in Table 2. Projects within the capital program are placed in eight categories as seen in the table below. The table compares the budget to the year-end projections for each category.

At the end of the 2nd Quarter, project commitments totaled \$338.2 million, including \$266.7 million of ITD expenditures and \$71.5 million of current encumbrances, resulting in \$291.1 million, or 46.3%, of available funding. Most capital activities during the second quarter were for continuation of projects that began in prior fiscal years, or in preparation for planned FY 2022 construction projects and preventative maintenance/operating budget reimbursements. These projects continue to focus on the State of Good Repair (SOG R) of the Authority’s capital assets. Projected activities within the RTA Capital and Development Funds during the remainder of 2022 will result in estimated total commitments of \$562.5 million and available funding of \$66.8 million, or 10.6% by year-end. These capital projects will be discussed in greater detail within the various category explanations.

2nd Quarter 2022 Combined Capital Program

Categories	(ITD) Budget A	Current Commitments B	Budget vs Current Commitments A-B	% Remaining (A-B)/A	Projected Commitments @ End of 2022 C	Projected Commitments vs. Current Budget A-C
Bus Garages	\$ 13,564,725	\$ 12,207,067	\$ 1,357,658	10.0%	\$ 12,207,067	\$ 1,357,658 10.0%
Bus Improvement Program	76,631,607	54,416,944	22,214,663	29.0%	66,117,944	\$ 10,513,663 13.7%
Equipment & Vehicles	28,717,754	16,254,232	12,463,522	43.4%	20,009,324	\$ 8,708,430 30.3%
Facilities Improvements	65,508,477	29,283,522	36,224,955	55.3%	57,133,962	\$ 8,374,515 12.8%
Other Projects	9,552,411	5,881,592	3,670,819	38.4%	6,411,136	\$ 3,141,275 32.9%
Preventive Maint./Operating Reimb.	138,745,829	136,554,366	2,191,463	1.6%	138,454,392	\$ 291,437 0.2%
Rail Projects	295,961,220	83,475,354	212,485,866	71.8%	261,690,958	\$ 34,270,262 11.6%
Transit Centers	600,000	92,320	507,680	84.6%	492,320	\$ 107,680 17.9%
Sub-Total: RTA Capital	\$ 629,282,023	\$ 338,165,397	\$ 291,116,626	46.3%	\$ 562,517,103	\$ 66,764,920 10.6%

Figure 7

(Table 2)

Current Year Expenditures by Capital Category

The graph below compares current expenditures for each category with prior years' expenditures at the same point in time. The majority of the capital expenditures in 2022 have occurred in two major categories. The first being the Federal Operating Assistance category which is reimbursed to the Operating Fund from the General Fund and is reflected as revenue on the General Ledger. The second category is the Bus Improvement Program. These two categories total \$95.8 million, or 81.8%, of capital expenditures to date in 2022.

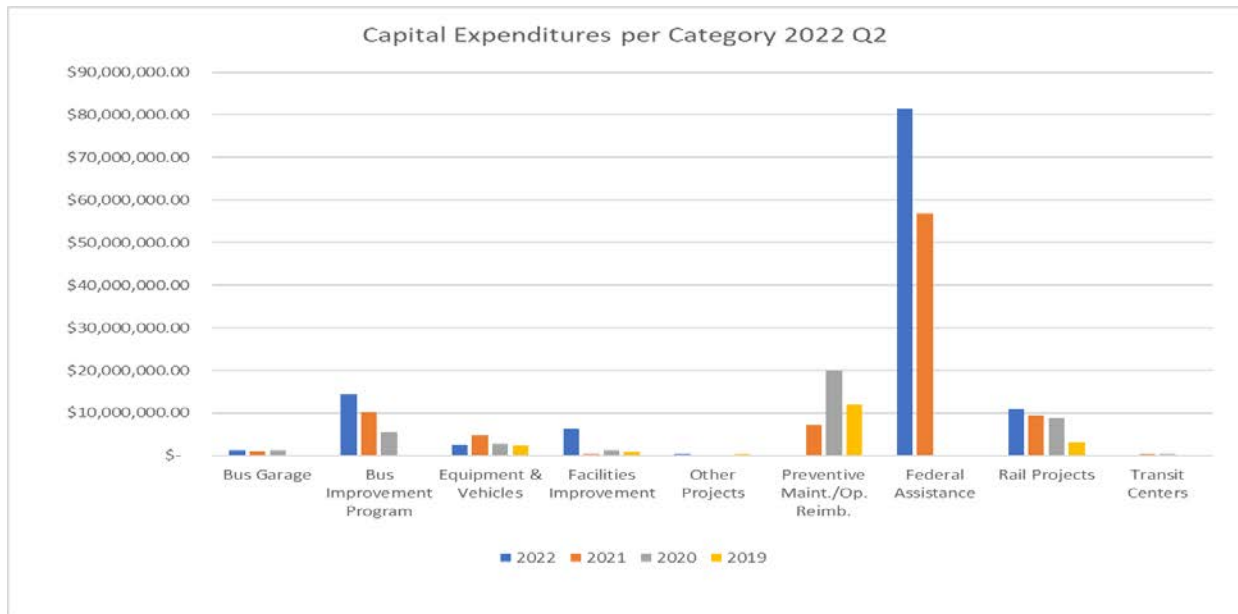


Figure 8

(Table 3)

Bus Garages

These projects are for needed bus garage facility upgrades. The Hayden Garage will see upgrades to both the Gas Detection and Fire Protection Systems in FY 2022. The Triskett CNG Building upgrades and compliance project for newly purchased CNG vehicles is scheduled to be completed in FY 2022.

At the end of the second quarter, approximately \$12.2 million of the \$13.6 million budget was committed, leaving available funding of \$1.4 million, or 10.0%. The CNG Building upgrade will continue through year-end and no additional funding is projected to be encumbered.

Bus Improvement Program

The Authority continues to retire older fleets to purchase more fuel-efficient vehicles under the 7-year Bus Improvement Program. At the end of June, category commitments totaled \$54.4 million, out of the total appropriations of \$76.6 million, leaving available funding of \$22.2 million, or 29.0%.

These commitments include current expenditures of \$40.3 million and current encumbrances of \$14.2 million to help maintain the Authority's existing bus fleet. Projected total commitments of \$66.1 million at year-end include the bus purchase orders for 20 40-ft CNG Buses and other minor bus purchasing activities.

Equipment & Vehicles

At the end of the second quarter, the total commitments of \$16.3 million include \$11.1 million of ITD expenditures and \$5.2 million of encumbrances leaving available funding of \$12.5 million, or 43.4%. Remaining commitments within this category are concentrated within various SOGR equipment & vehicle upgrade projects.

Facilities Improvements

At the end of the second quarter, the total commitments of \$29.3 million include \$14.4 million of ITD expenditures and \$14.8 million of current encumbrances resulting in available funding of \$36.2 million, or 55.3%.

Projected total commitments at year-end of \$57.1 million are for various SOGR projects such as the Waterfront Line Bridge Repairs, Flyover and Viaduct Phase 1 Bridge Repairs, W. 117th Bridge Repairs, Hayden Roof repairs, Pavement Improvement programs and other smaller facility enhancements.

Other Projects

The Other Projects category includes pass-through grants to Medina and other miscellaneous capital projects that do not fit into the other capital categories. At the close of the second quarter, this category has combined project commitments of \$5.9 million out of the category budget of \$9.6 million, resulting in available funding of \$3.7 million or 38.4%.

During the second quarter of the year, a combined \$263,581 of expenditures were generated by projects within this category. These projects include Transit Oriented Development, Anti-Terrorism Team, and TSA Canine Security Program.

Preventive Maintenance/Operating Expense Reimbursements

This category includes formula and non-formula grant funded reimbursements to the General Fund for various eligible activities. These include formula grant funded preventive maintenance activities within the General Fund, and non-formula grant funded reimbursements for the delivery of ADA services.

Projected total commitments at year-end are estimated to total \$138.5 million of the \$138.8 million budget. \$81.3 million was drawn down in the second quarter against the remaining ARP 2021 funding. Ride to Community Immunity has been granted an expanded scope until year end 2022 to expense the remaining \$647,000 in the project.

Rail Projects

At the end of June, \$83.5 million of the \$296.0 million budget for the Rail Projects category were committed resulting in available funding of \$212.5 million, or 71.8%. Total commitments include \$83.5 million of ITD expenditures and \$32.8 million of current encumbrances maintains the focus on achieving SOGR on the rail system.

Projected commitments for the remainder of FY 2022 are estimated at \$178.2 million which include \$160.6 million for the HRV Rail Replacement program. Projected year end commitments in the rail category total \$261.7 million.

Transit Centers

Project commitments total \$92,320, out of the budget of \$600,000, results in available funding of \$507,680 or 84.6%. Through the first quarter there have been no expenses on Transit Center oriented projects. Projected commitments for the remainder of the year total \$410,000 on ADA enhancements.

Performance Measures

Performance Measure		Q1	Q2	Q3	Q4	YTD
Passenger per bus/train hour:	2022 Target					
Bus	12	11	12.73			11.83
Rail	35	34	33.39			33.51
Total*	14	13	14.29			13.50
*Calculated by dividing the quarter's total ridership by total system wide hours						
Revenue Vehicle Cost Per Mile:		\$2.75	\$2.38	\$	\$	\$2.57
(Maintenance & Fuel)						
*Estimated Value						
% Of Scheduled Maintenance Completed (Revenue Vehicles)						
Bus		92%	96%			94%
Rail		98%	96%			96%
Paratransit (Revenue)		100%	100%			100%
Paratransit (Non-Rev)		87%	84%			87%

Figure 9

Critical Success Factors

Passenger Fare Revenue

The Passenger Fare revenue performance measure is discussed in detail in the Financial Analysis Section of the Report.

Preventable Collisions

The GCRTA Preventable Collision Rate (PCR) TEAM goal for 2022 is 1.25. The 2022 YTD 2nd Quarter PCR is 1.54, which is 23% higher than the TEAM goal and 23% higher than the 1.25 PCR for the same period in 2021. Total preventable collisions increased 34% from 126 to 169. Mileage increased 9%.

Total Collision Rate

The GCRTA Total Collision Rate (TCR) for the 2022 YTD 2nd Quarter is 4.06, which is 33% higher than the 3.06 TCR for the same period in 2021. Total collisions increased 52% from 309 to 446.

On the Job Injury Rate

The GCRTA 2022 TEAM Injury Rate Goal is 7.0 The 2022 YTD 2nd Quarter Injury Rate of 6.98 is 0.3% below the TEAM Goal and 8% below the 7.58 Injury Rate for the same period in 2021. Total injuries decreased by 4 from 67 in 2021 to 63 in 2022. See the chart below:

Number of Miles Between Service Interruption

Tracks the rate of revenue-vehicle miles between mechanical failures that result in delays to revenue service greater than five minutes.

Note – Revenue-vehicle miles are miles logged by buses and railcars.

- **15,296** Miles Between Service Interruptions for Q2 2022 represents:
 - 30.41% increase from Q1 2022 (11,729)
 - 21.71% decrease from Q2 2021 (19,538)

On-Time Performance

On Time Performance tracks schedule adherence. Schedule adherence is measured by using recorded departure times) and uses the categories of Early (>1 minutes before), On Time (<1 minute before – 5 minutes after), and Late (>5 minutes).

Note – End of line measurements recorded by arrival time. Early arrivals at end of the line are recorded as On Time.

- *Fixed Route On Time Performance* = $\frac{\text{On Time Measurements}}{\text{On Time} + \text{Early} + \text{Late Measurements}}$
- Fixed route on time performance of **83.85%** for Q2 2022 represents:
 - 0.78% increase from Q1 2022 (83.20%)
 - 2.29% decrease from Q2 2021 (85.82%)

Ridership

Total unlinked passenger trips on all GCRTA transit modes.

- The COVID-19 pandemic has continued to affect ridership:
- **4,724,990** unlinked passenger trips for Q2 2022 represents:
 - 14.52% increase from Q1 2022 (4,125,870)
 - 24.33% increase from Q2 2021 (3,800,398)

Q2 2022 over Q1 2022 ridership by mode

Mode	Q2 2022 performance in comparison to Q1 2022
Motorbus (MB)	19.55%
HealthLine (RB)	13.63%
Heavy Rail (HR)	-6.51%
Light Rail (LR)	17.62%
Paratransit (DR)	15.69%
System Total	14.52%

Year over year ridership by mode Q2 2022 vs Q2 2021

Mode	Q2 2022 vs. Q2 2021
Motorbus (MB)	29.21%
HealthLine (RB)	12.37%
Heavy Rail (HR)	11.84%
Light Rail (LR)	14.40%
Paratransit (DR)	23.15%
System Total	24.33%

Customer Satisfaction/Boardings Between Complaints
 *For Q2 2022, reporting was by mode

Boardings between Complaints tracks the number of boardings in between customer complaints logged in the Trapeze COM system.

Note – The metric only considers complaints that are charged to an operating district

- June 2021 complaint data was recovered and added back into all calculations for this report.
- **5,059** Boardings Between Complaints for Q2 2022 represents:
 - 12.80% increase from Q1 2022 (4,485)
 - 29.45% decrease from Q2 2021 (7,171)

Attendance

Unscheduled Absence Percentage - Tracks the percentage of available work hours that are unscheduled absence hours. An absence is unscheduled when it is charged to any of the following categories: Sick Time, Unpaid Absence, Disability, Suspension, Workers' compensation, and Other Unscheduled Absences.

Unscheduled Absence rate of **7.26%** for Q2 2022 represents:

- 15.45% decrease from Q1 2022 (8.58%)
- 14.99% decrease from Q2 2021 (8.53%)

Quarterly Marketing Activities

Transit Ambassador Recruitment

In April the development and deployment of recruitment materials were done for the recruitment of eight Transit Ambassadors and two Community Outreach Specialists. The campaign consisted of traditional print materials as well as digital items.

EZfare launch

April began with the promotion of the Transit App and its various benefits to riders. The promotion encouraged riders to download the app and use of it for trip planning, obtaining real-time information and more. During this time, preparations began to communicate our transition from the RTA CLE app to Transit with EZfare. In May, we began informing customers that we were making the transition and promoting the benefits if utilizing Transit with EZfare.

The new mobile ticketing service went live on June 12th and to promote our transition we hosted a kick-off event in Public Square. The engaging event included active participation from neighboring Transit Authorities, food trucks, yard games, and staff on site to educate and inform attendees of the new way to pay – Transit with EZfare app.

Canto Data Asset Management program – Digital Library

To manage our photo library more effectively, we have purchased a program called Canto. It is a Data Asset Management program (DAM) and enables photos to be organized in a folder/album structure. These photos can then be easily located by doing a key word search (ie. Buses) or going to the appropriate folder/album and reviewing. The program is accessible to all GCRTA users by simply logging into the program with ones Microsoft credentials.

Features of the program that make it an effective management tool are:

- Artificial Intelligence or AI
- Facial Recognition
- Simple structure set ups
- Ability to search and find photos using key words
- Allows photos to be shared, downloaded by users
- Analytics to know what photos are being used and by whom
- Better control of assets to maintain branding consistency

Transit Police Promotion Ceremony

On May 19th, a Transit Police Promotion Ceremony was held in the Main Office Board Room. The event consisted of the promotion of several officers as well as the awarding of the Exemplary Service Award. The event was attended by several family members of those being honored as well as Rev. Charles Lucas, India Birdsong and Floun'say Caver. Due to limited capacity in the Board Room, the event was live streamed so employees could watch from any computer or mobile device.

Public Image/Branding Campaign - *Let's Go Together!*

From July through November, our Public Image Campaign – Lets Go Together will be live. The campaign will encourage increased public transit ridership to school, dinner out with friends, family outings, work, and much more. The targeted audience for this campaign is 18+ as to encompass all our riders and/or potential riders.

Campaign assets include:

- Radio spots of :30 and :15 seconds
- TV commercials of :30 and :15 seconds
- Pre-Roll Video – runs before a video on streaming channels (Amazon Prime/YouTube)
- Keyword Search – ads will populate when searches are done on keywords such as “Guardians”
- Facebook and Instagram Ads
- Posters/signs throughout the system

**Disadvantaged Business Enterprise (DBE)
Participation/Affirmative Action**

The DBE program is administered on a federal fiscal year (FFY) that runs from October 1 – September 30. The Overall DBE Participation Goal on federally assisted contracts of \$25,000 and above for FFY 2022 - 2024 is 21.5%. Per federal regulations, the calculation of Overall DBE participation excludes real estate transactions and the procurement of Transit Vehicle Manufacturers (typically buses and Paratransit vehicles).

The performance period of April 1, 2022 – June 30, 2022, represents the second quarter of FFY 2022. DBE dollars awarded during the first quarter and FFY to-date on contracts greater than \$100,000 totaled **\$90,922 or 2.7%** on total contracts of **\$3,404,948**.

**QUARTERLY - PARTICIPATION OF DBE FIRMS BY CLASSIFICATION
(April 1, 2022 – June 30, 2022)**

Classification	1st. Quarter Oct. 1 – Dec. 31		2nd Quarter Jan. 1 – March 31		3rd Quarter April 1 – June 30		4th Quarter July 1 – Sept. 30	
	African American	0	0	0	0	\$7,500	8.2%	
Asian	0	0	0	0	0	0		
Caucasian Female	0	0	\$400,000	100.0%	\$68,422	75.3%		
Hispanic	0	0	0	0	\$15,000	16.5%		
Sub-Pacific Asian	0	0	0	0	0	0		
TOTAL	0	0	\$400,000	100.0%	\$90,922	100.0%		

Figure 10

**CURRENT QUARTER - DBE PERFORMANCE BY CONTRACT CATEGORY
(April 1, 2022 – June 30, 2022)**

	Construction	Professional Services	Equipment & Supply	Total
DBE Dollars	\$68,422	\$22,500	0	\$90,922
All Dollars	\$321,984	\$450,000	\$2,632,964	\$3,404,948
% DBE Participation	21.2%	5.0%	0	2.7%

Figure 11

**Disadvantaged Business Enterprise (DBE)
Participation/Affirmative Action**

**YEAR TO DATE
DBE PERFORMANCE BY QUARTER
(October 1, 2021 – September 30, 2022)**

	Total Contracts	DBE Participation	% DBE Participation
1st Qtr.	0	0	0.0%
2 nd Qtr.	\$400,000	\$400,000	100.0%
3rd Qtr.	\$3,404,948	\$90,922	2.7%
4th Qtr.			
TOTAL	\$3,804,948	\$490,922	13.0%

Figure 12

Office of Business Development Activities

Outlined below are selected efforts undertaken during the third quarter of FFY 2022

Selected Certification Activities during the quarter include:

- New Certifications: 4
- No Changes Declaration: 13
- On-Site Review: (Virtual): 5

Selected Contract Compliance Activities during the quarter include:

- Completed: 36 Goal Settings
- Reviewed: 13 Certified Payroll Reports

Selected Outreach Efforts during the quarter include:

- Hosted DBE Certification training workshop (Virtual)
- Attended 8th Annual GSBCE Workshop (Virtual)
- Attended USDOT Good Faith Efforts Training (Virtual)
- Attended USDOT: Commercially Useful Function (CUF) and Counting Training (Virtual)
- Attended NTI DBE Training (Virtual)
- Participated on DBE Information Workshop hosted by Urban League of Cleveland (Virtual)
- Participated on OFCCP contractor Portal Certification Webinar (Virtual)
- Participated on B2Gnow meeting (Virtual)
- Accurint Training with ODOT reviewing Lexis Nexis Software

Selected Other Involvements

- Attended WHM Ladies of the month panel discussions (Virtual)
- Attended EWT webinars and events
- Participate on COMTO Cleveland/Northeast Ohio Meetings



Quarterly Performance Report

Division/Department: Office of Equal Opportunity
 Report completed by: Felicia Brooks-Williams

Date: July 5, 2022
 Phone #: Ext. 3094

Affirmative Action

The Affirmative Action Goals for the employment of women and minorities in all categories for the overall years (2020-2024).

KEY PERFORMANCE MEASURES

EEO Job Category	2022 Quarterly Performance Report														Total Placements			
	Male							Female							Q1	Q2	Q3	Q4
	Hispanic Goal	Total Placements Hispanic Males Q2	Asian Goal	Total Placements Asian Males Q2	2 or More Ethnicities Goal	Total Placements 2 or More Ethnicities Males Q2	White Females Goal	Total Placements White Females Q2	Black Females Goal	Total Placements Black Females Q2	Hispanic Females Goal	Total Placements Hispanic Females Q2	Asian Females Goal	Total Placements Asian Females Q2				
Officials & Administrators	---		---		---	2		---		---		---						
Professionals	---		2		---	45	2	---		---		3						2
Technicians	---		---		---	24		---		1		1						
Protective Service	---		---		---	12		---		1		---						
Admin Support	---		---		---	51		---		---		---						
Skilled Craft	8		1		1	16		5		---		---						
Service Maintenance	24	1	9		3	258		---		23		10						3
TOTAL	32	1	12	4	4	408	2	5	5	25	2	14	3	3	3	3	3	3

*The Total Placements reported for the Quarter include new hires, rehires, and promotions in each of the designated categories.

* Five goals have been met thru 2021. Goals met are highlighted in green.

Figure 13

Succession Planning and Employee Development

GCRTA continues to enhance its People Strategy by focusing on Culture & Engagement, Leadership Development & Talent Management, Innovation & Technology, Continuous Improvement, and Compliance. Short and long-term succession planning, management training, community partnerships with key training resources, and multiple employee development opportunities across all work segments are key to our approach to live out our mission of Connecting the Community.

Community Training & Development Job Hub Partnership

The Community Training and Development Job Hub partnership model between Cuyahoga Community College and Greater Cleveland Regional Transit Authority aligns with Tri-C's current Access Center framework, which provides pathways out of poverty for underserved populations by connecting them to education, training, and jobs through community and business partnerships. Job Hub programming attracts new employees and upskills current employees for GCRTA career opportunities. Current Tri-C Access Centers include Esperanza, Olivet Housing and Community Development Corporation, and MetroHealth Medical Center.

The Temporary Commercial Driver's License training, Workforce Success Program, and Frontline Supervisory Training and Development Program are core Job Hub programs designed to recruit and train new employees and provide new and emerging managers of current employees with development opportunities. Having gained State Certification for a Bus Maintenance Apprenticeship, in Q1, 2022 we look to have a signed apprenticeship agreement between GCRTA Management and Local 268 Amalgamated Transit Union. Upon approval, GCRTA will move forward with recruitment of candidates to be part of our first Cohort of Bus Maintenance Apprentices.

The following are updates for our core programs during the 2nd quarter 2022.

- Eighteen (18) new operator hires attended CDL Temporary Commercial Driver's License training at Tri-C at the onset of their employment, 60 year to date.
- Nine (9) Human Resources and nine (9) Operations team members attended a 3-day Kaizen event facilitated by Tri-C. This continuous improvement event led to multiple action items including the need for a new applicant tracking system, increased headcount in the ERD team, and reduction of 87 manual steps required to onboard each new operator.
- Three employees completed the Spring 2022 Workforce Success Course as part of RTA's partnership with Tri-C. The Workforce Success Program is an eight-week training program designed to identify and boost employable skills and get help with career planning. Current GCRTA employees and participants from Northeast Ohio communities seeking employment opportunities are participating. Nine GCRTA employees have successfully completed the program.
 - Of the 12 employees who have completed the course, two (2) enrolled in Associate Degree programs at Tri-C, and two graduates advanced to new positions at GCRTA.
- The 10th and 11th Frontline Leader (FLL) cohorts began in the 2nd quarter of 2022. One cohort is a cross-agency collaboration consisting of participants from GCRTA and the Ohio Turnpike, and one cohort consists of all GCRTA employees. We are also planning another cohort to kick off in the 4th quarter, again in partnership with the Ohio Turnpike Commission.

- To increase the Authority’s continuous improvement and efficiency, we continue to send employees through various levels of Lean Six Sigma training. A class of eleven employees completed their Green Belt certification, and eighteen employees went through the introductory Lean Ohio Boot Camp in the 2nd Quarter. Another sixteen employees are beginning their Green Belt certification classwork in July 2022, and more employees will go through the Lean Ohio Boot Camp in the 4th Quarter of 2022.
- In addition to core Job Hub Programs, the partnership includes an existing Rail Mechanic Apprenticeship and an emerging new Bus Mechanic Apprenticeship that GCRTA Management and Local 268 recently approved and is ready to move into the recruitment stage. This partnership allows for program accreditation through the college. GCRTA instructors gain individual certification as an adjunct instructor enabling them to conduct related training and award college credits for successful participation in the related courses.
- RTA hosted the Transportation Safety Institute (TSI), for Fundamentals of Bus Collision Investigation. GCRTA was one of 12 agencies attending the 40-hour training session here in Cleveland. During the week of July 11, 2022, GCRTA hosted Thermography Level 1 Training for Substation, Line, Facilities Maintenance and Training departments.

Leadership and Professional Development

- Ten employees attended a week of in-person training for Substation Maintenance Electrical Safety for Utilities. Training was led by AVO Training Institute and is the first of a series of trainings planned for this team in 2022.
- Three RTA employees completed the Diversity Center of Northeast Ohio’s LeadDIVERSITY program in Q2.
- RTA has one employee participating in APTA’s Emerging Leaders Program, a highly selective program for emerging professional in the public transportation industry.

Promotions & Employee Development

We continue to track progress for advancing our employee development efforts by measuring our percentage of promotions in relation to new hires (See Figure 14). The percentage of promotions for the 2nd quarter was 54%, and 51% year to date. This metric shows GCRTA’s continued efforts and commitment to developing employees for promotion opportunities within all work segments, and particularly for key leadership positions.

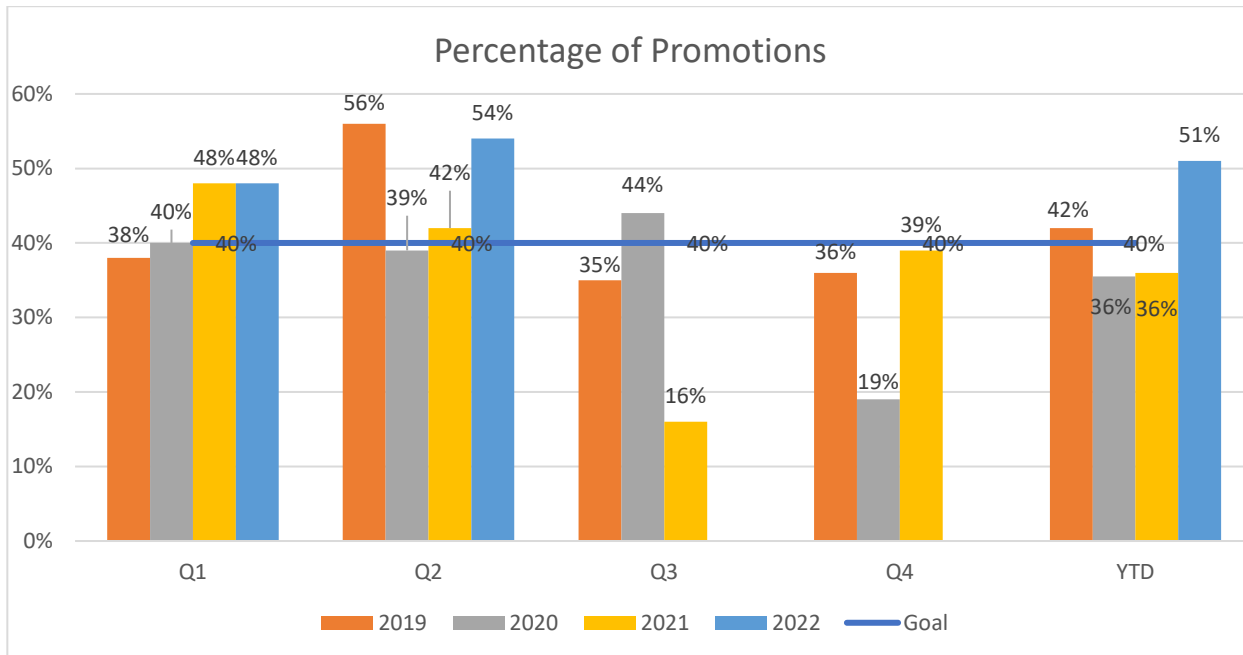


Figure 14

Succession Planning and Employee Development

Listed below are notable promotions during the 2nd quarter that highlight our succession planning and employee development efforts:

Supervisory and Managerial Succession

- Nadine DeJesus, Frontline Supervisor and Development Program graduate, promoted from Lead Benefits Specialist to Benefits Manager.
- Merissa Mercado, promoted from Management Development Program to District Human Resources Generalist.
- Samantha Metcalf, promoted from Planning Team Leader to Senior Planner.
- Ann Marie Prebish, promoted from Talent Acquisition Business Partner to Contract Administrator.
- Khisa Hudson, promoted from Transit Police Sergeant to Transit Police Lieutenant.
- Jeammie Montavlo, promoted from Electronic Equipment Maintainer to Assistant Equipment Manager.
- Danielle Lowrie, promoted from Material Handler to Material Handler Leader.
- Robert Fleig, promoted from Communications Specialist to Public Information Officer/Spokesperson.
- Grant Kersh, promoted from Engineering Intern to Construction Engineer.

- Richard Kopp, promoted from Transit Police Sergeant to Transit Police Lieutenant.
- George Schreiner, promoted from Transit Police Sergeant to Transit Police Lieutenant.
- Charles Wilson, promoted from Transit Police Sergeant to Transit Police Lieutenant.
- Christopher Anderson, promoted from Transit Police Officer to Transit Police Sergeant.
- Robert Cummings, promoted from Transit Police Officer to Transit Police Sergeant.
- Timothy Hassing, promoted from Transit Police Officer to Transit Police Sergeant.
- Keith Flag, promoted from Equipment Maintainer to Equipment Repair Leader.

Engineering/Construction Program

This section provides information on the status of the Authority’s engineering and construction activities. Projects are reported on by major program categories as follows:

- Bridges
- Track & Signal
- Passenger Facilities
- System Expansions
- Maintenance Facilities
- Planning

Other categories may be added on occasion depending upon activity in the Authority’s capital program.

PROJECT	DESCRIPTION	STATUS
<u>Bridges</u>		
Rehabilitation of the Viaduct, Phase I (27Y)	Design of repair elements Designer: Michael Baker International Cost: \$446,266	RFP was advertised January 21, 2019. Proposals received; consultant selected. NTP issued July 10, 2019. Preliminary report and alternatives received. Inspection completed September 14, 2019. Report review held December 2019. Design completed and construction contract approved at May 25, 2021. Board meeting. Designer is providing construction administration services during the construction. Major error in painting quantity estimate has created change order of approximately \$2,000,000 for contractor. Designer forwarded settlement for negligent error received on April 1, 2022. Invoices that were being held have been paid. Contract held open for bulkhead repair work.
Rehabilitation of the Viaduct, Phase I (27Y)	Construction Contractor: BECDIR Construction Cost: \$6,387,526	Contract Award approved at May 2021 Board meeting. Notice to Proceed (NTP) issued June 14, 2021. Kick-off meeting held on June 23, 2021. Work on painting, patching, and ballast replacement/cleaning underway. Major error in painting quantity estimate has created change order of approximately over \$2,000,000 to contractor. Work completed. Closeout completed. THIS IS LAST REPORT.

<p>Viaduct Rehabilitation Buckhead Repair (27Y(a))</p>	<p>Design separate because of permit requirements Designer: Michael Baker International Cost: Included in Project 27Y</p>	<p>Design report and estimate underway. Discussion held with Canalway Partners. 75% design received May 25, 2021. Comments returned June 8, 2021. Meeting held with Canalway Partners September 28, 2021, regarding 100% plans and construction funding. Permit request approved by Corps of Engineers. IFB package being prepared.</p>
<p>Waterfront Line Bridge Repairs (27Z)</p>	<p>Bridge Repairs (design including MSE walls) Designer: Hardesty & Hanover Cost: \$1,481,463</p>	<p>Bridge monitoring by TranSystems/BDI in place and running. Project advertised on December 27, 2020, with Hardesty & Hanover selected March 1, 2021. Contract Award approved at May 25, 2021, Board meeting. NTP issued June 21, 2021. Load rating received August 23, 2021, advising no capacity and emergency shoring needed. Emergency shoring towers ratified by Board September 14, 2021. Shoring plans received from Hardest & Hanover September 15, 2021. Four towers were inspected and completed on December 13, 2021. Design package completed and in Procurement.</p>
<p>Waterfront line Bridge Emergency Shoring 27Z(a))</p>	<p>Four Shoring Towers installed as an emergency repair Construction Cost: \$696,796</p>	<p>Board ratified as emergency September 14, 2021. Work began in field September 27, 2021 and was completed on December 13, 2021. Additional work required June 24, 2022. Project to close when 61F (Triskett) is closed.</p>
<p>Tower City East Portal Rehabilitation (52N)</p>	<p>RFP for design of repairs to Tower City East Portal including track, power, and signal. Designer: E.L. Robinson Cost: \$989,942</p>	<p>Contract awarded by Board on February 19, 2019. Notice to Proceed issued on April 4, 2019. Design proceeding. Track 8 duck-under to remain. Plans complete. Project issued for bids March 28, 2022. No bids were received. Estimate to be reviewed prior to resubmitting to Procurement.</p>
<p>W. 117th Track Bridge Rehabilitation (62A)</p>	<p>Design for repairs to bridge and station platform Designer: Michael Baker International Design Cost: \$490,211</p>	<p>Board Awarded February 2021. NTP April 23, 2021. Field inspection and survey complete as of June 18, 2021. Phase 1 plans received August 13, 2021, and comments returned September 13, 2021. Phase 2 plans reviewed, and comments returned on November 10, 2021. 60% plans (Phase 3) received January 15, 2022, and comments returned February 12, 2022. 98% plans reviewed and comments returned June 24, 2022.</p>

Track, Signal & Power

<p>Trunk Line Signaling Design (12D)</p>	<p>Design for Trunk Line (E. 79 to Shaker Sq. Station) Signal System Replacement Designer: Rio Grande Pacific Technology Cost: \$268,412</p>	<p>Contract awarded by Board on December 17, 2019. NTP to be issued February 13, 2020. Trunk Line Survey Report received March 2020. Initial design completed and package sent to Procurement June 23, 2021.</p> <p>Bids received on August 18, 2021, but project canceled by Procurement. Second advertisement unsuccessful on December 8, 2021.</p> <p>Project submitted March 28, 2022, for third Procurement effort. Trip stop at LR100 removed from scope.</p> <p>Estimate being reviewed prior to resubmitting to Procurement.</p>
<p>Trunk Line Signal Replacement – Construction (12D)</p>	<p>Construction Contractor: TBD Construction Estimate: \$3,450,000</p>	<p>Advertised on April 11, 2022. No bids received. Estimate being reviewed prior to resubmitting to Procurement.</p>
<p>Red Line 515 turnout Return to Service (12F)</p>	<p>Designer: Mott MacDonald Design Cost: \$219,284</p>	<p>Return to service turnout 515 at west end of Brookpark Yard. Includes signal, track and CTDS work. Project will include work to add CAB loops to yard siding to support new railcar testing. Project awarded February 16, 2021. 90% design received; review completed in November 2021, IFB package circulating for signatures.</p>
<p>Consolidated Train Dispatch System (CTDS) Upgrade (12H)</p>	<p>Furnish & and Install Estimated Cost: \$3,757,474</p>	<p>Replacement, testing and commissioning of new front end and back-office equipment including programming. RFP issued and pre-proposal held March 16, 2022. Proposals received on May 5, 2022, also being reviewed.</p>
<p>Tower City Tracks 10 & 13 (52M)</p>	<p>Design for Track Replacement and Signal System Upgrades Consultant: TranSystems Cost: \$1,237,356</p>	<p>Notice to Proceed issued on September 7, 2017. IFB package for construction to be advertised on January 21, 2019. Project construction NTP issued May 13, 2019, to RailWorks. TranSystems performing construction administration through WSP. 10W track/platform modifications completed. GL1 modifications complete, CTDS modifications need one additional item to be complete. New crossover 115-117 in service. Consultant asked to approve deductive Change Order to reimburse GCRTA for direct and indirect cost to conform 10W platform to new track alignment. TranSystems disputing deduction for resolution of platform 10W clearance issue.</p>

QUARTERLY MANAGEMENT

Q1 2022

<p>Tower City Tracks 10 & 13 (52M)</p>	<p>Track Replacement and Signal System Upgrades Construction Contractor: Railworks Cost: \$12,028,299</p>	<p>IFB package advertised on January 21, 2019. Project Notice to Proceed issued May 13, 2019, to RailWorks. Reconstruction of track 10E with Low Vibration Track (LVT) completed and in service. GL1 outputs revised. Track 13 back in service April 26, 2021. 10W reconstruction clearance issues resulted in platform modifications. New 115-117 crossover and turnout 121 in service. GL1 reprogramming complete. Consolidated Train Dispatch System (CTDS) Supervisory Control and Data Acquisition (SCADA) modifications completed to date.</p>
<p>CRMF-Track 3 (52-O)</p>	<p>Track 3 and four Transfer Table Crossings Repair Designer: TBD Design Estimate Cost: TBD</p>	<p>Notice to Proceed issued on August 21, 2018. New track and crossings in place. Table inspection and rail survey completed. Repairs to Transfer Table track and remaining Track 3 reconstruction to be budgeted and designed. Track 3 in poor condition. Design RFP for second phase to be advertised.</p>
<p>Red Line Rail Grinding Program (52U)</p>	<p>Design Consultant: Advanced Rail Management Design Cost: \$476,370</p>	<p>Field Investigations completed, wheel and rail profiles agreed upon. Designer behind in submitting final report and construction documents. ARM bought out and new Project Manager assigned to complete project.</p>
<p>Red Line Curve Replacement (52V)</p>	<p>Construction Contractor: Delta Railroad Construction Cost: \$1,204,059</p>	<p>Rail replacement and track alignment on east bound Red Line between E. 55th and E. 79th. Project readvertised February 8, 2021. Project awarded at April 20, 2021 Board meeting. NTP issued on May 10, 2021. Work completed September 26, 2021. Repairs made to signal bungalow struck by Delta vehicle. Project closed out. THIS IS LAST REPORT.</p>
<p>Trunk Line Track Rehabilitation E. 75th St. Interlocking (52X)</p>	<p>Construction Contractor: TBD Construction Cost: \$3,494,819</p>	<p>Track reconstruction at the Red/Blue-Green (Heavy/Light Rail) Line Junction Rail, tie turnout and switch machine replacement. Includes new ballast and track alignment. Bids received on June 16, 2022, and contract ready to be awarded at July 26, 2022 Board meeting.</p>

<p>Warrensville/Van Aken Substation Replacement (60B)</p>	<p>Furnish and install Modular Warrensville/Van Aken Substation Contractor Hatzel & Buehler Construction cost: \$2,992,813</p>	<p>Project Board Award approved on November 19, 2019. Notice to Proceed issued January 16, 2020. Reclosure equipment on order. Resolution for Illuminating Company utility agreement approved. Prefabricated substation received and installed. House power connected for lighting, heating and cooling. Awaiting Illuminating Company to install reclosures and switches.</p>
<p>Warrensville/Van Aken Substation Replacement (60B)</p>	<p>Contractor: TIC Construction Cost: \$850,520.03</p>	<p>The Illuminating Company (TIC) agreement to install main feeders approved by the Board on September 28, 2021. TIC has ordered the equipment for delivery in August 2022.</p>
<p>W. 117th Substation Rehabilitation (60C)</p>	<p>Contractor: Lake Erie Electric Construction Cost: \$2,095,170</p>	<p>Replacement of transformer/rectifier and switchgear. Existing building to be reused. Board awarded contract March 23, 2021. Notice to Proceed issued May 14, 2021, and kick-off meeting held. Submittals completed and equipment being manufactured. Delivery expected August 2022.</p>
<p>E. 120th Substation Replacement (60E)</p>	<p>Construction Contractor: TBD Construction Estimate: \$4,000,000</p>	<p>Replacement of existing substation in its entirety including building with modular unit similar to Puritas (60A). Design in-house supplemented by On-Call for specific tasks such as foundation design. Anticipate advertisement in third quarter 2022.</p>
<p>W. 30th Substation Rehabilitation - Transformer/Rectifier Set (60F)</p>	<p>Contractor: Hatzel & Buehler Construction Cost: \$1,557,327</p>	<p>Replacement of transformer/rectifier and switchgear. Existing building to be reused. Roof replacement completed under Project 18.35. Board awarded contract on November 17, 2020. Notice to Proceed issued January 4, 2021. Existing equipment removal complete. New equipment installation ongoing.</p>

Passenger Facilities

Rapid Stations

<p>Warrensville-Van Aken Station (24W)</p>	<p>Reconstruction of Warrensville- Van Aken Station In-House design Budget: 3,500,000</p>	<p>In-house design for new station includes platforms, track replacement/realignment, power modifications in connection with 60B and new comfort stations/waiting area service building. Project also coordinates with Shaker Public Realm improvements. Ohio TRAC funding will help complete track replacement. Environmental clearances received from FTA. Design at 98%. Final approvals obtained from City of Shaker Heights. Track design complete. Design of catenary, power, and signals ongoing.</p>
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Planning

<p>Baby on Board 19.03</p>	<p>TWE improvements In various locations in the County Contractor: TBD Budget: \$350,000</p>	<p>ODOT awarded funds to improve bus waiting environments in selected zip codes with high levels of infant mortality MOU signed with County Board of Health. Staff has identified locations and scope work. The bus shelters have been ordered from Brasco. An updated MOU with Cuyahoga County is being prepared for Board Action. This revision will include the additional ODOT funding and expansion of the program county-wide. The shelters have been received. A schedule for installation is being prepared. The shelters should be installed by the end of the third quarter of 2022. Amended MOU is being taken to the Board of Trustees in July 2022.</p>
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<p>RTA ConnectWorkS 19.30</p>	<p>Contractor: TBD Budget: \$600,000</p>	<p>Project includes the provision of Micro Transit First/Last Mile services from an RTA location to a work site. RTA is contribution 50% of a flexible service focused on getting workers the first and last mile to their job site. Proposals are due on November 12, 2021. Proposals were reviewed and selected. Staff will present recommended awards to the RTA Board Committee on April 12, 2022, and to the Full Board for approval on April 26, 2022. Contracts are being finalized with both awardees. Contracts are scheduled to be executed in the third quarter of 2022.</p>
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<p>Shaker Shelter Replacement Program (18.82)</p>	<p>Replacement of shelters Along the Blue and Green Lines Contractor: TBD Budget: \$1,800,000</p>	<p>CMAQ funded project to replace and enhance light rail stations on Shaker Lines. Section 106 Consultant is under contract. Have initiated public process with completion of a survey, several meetings with stakeholders and advisory meeting. Working through Shelter Design issues with Brasco and the City of Shaker Heights. Extended contract for Section 106 with Mannik Smith Group required for RTA.</p>
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FTA has provided the NEPA Class of Action. The final Section 106 submittal has been submitted to FTA for approval and processing. It is anticipated that the project should be ready to bid in Summer 2022.

<p>On-Board Origin (19.50)</p>	<p>On-Board Origin/Destination Survey Contractor: TBD Budget: \$1,100,000</p>	<p>Origin/Destination survey of entire GCRTA network required by FTA. The survey will provide valuable data on RTA customers and trip-taking patterns. The data is required by FTA and will serve to provide RTA staff with data to be used to plan facilities, services, programs, route planning and scheduling. RFP being prepared for advertisement in the third quarter of 2022.</p>
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Maintenance Facilities

<p>Infrastructure Upgrades @ Hayden & CBMF for CNG (61B)</p>	<p>Infrastructure upgrades for CNG fueling at Hayden, CBMF and Triskett Consultant: Wendel Cost: \$553,023</p>	<p>Board awarded contract on October 21, 2014. Design completed. Support for Construction of improvements continuing. Triskett plans and specifications received. Hayden portion of project closed out. CBMF gas detection system approved by City. Certificate of Occupancy obtained from City of Cleveland and East Cleveland. CBMF and Hayden design closed. Triskett portion of work to continue under 61C. Procurement has directed that this project, with an outstanding balance of \$21,400, remain open throughout the Triskett CNG installation.</p>
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<p>Maintenance Area Infrastructure Upgrades at Triskett (61C)</p>	<p>Consultant: Wendel Design Cost: \$127,808</p>	<p>Design for Triskett Maintenance Bay only. Maintenance Bay design complete as 61B -Phase II. Master construction package 61F to consist of 61B - Phase II, 61C, and 61E. Construction package advertised for bids on October 5, 2020. Construction completed. Closeout underway.</p>
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<p>CNG (HVAC) Bus House Infrastructure Upgrades at Triskett (61E)</p>	<p>Consultant: Wendel HVAC Design Cost: \$350,374</p>	<p>Board awarded contract on April 16, 2019. Notice to Proceed issued on May 30, 2019. Rooftop HVAC unit system is to be replaced over Triskett Garage bus storage area. IFB package completed, and project advertised October 5, 2020. Construction nearing completion.</p>
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<p>Construction of CNG Infrastructure Upgrades at Triskett (61F)</p>	<p>Contractor: The Ruhlin Company Construction Cost: \$7,088,895 including \$686,796 for Waterfront Bridge Shoring Towers</p>	<p>Combination of Wendel Design 61B, 61C and 61E for CNG required HVAC and other improvements to Triskett Bus Garage. Construction package advertised October 5, 2020. Consultant providing Engineering support during construction. Notice to proceed February 24, 2021. Building and Fire Inspection completed on May 9, 2022. Fueling commenced. Project closeout underway.</p>
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MetroHealth Line BRT (70)	Consultant: TBD Budget: \$1,900,000	Design consultant selection in process. Project will complete NEPA, Section 106 and construction documents for four-mile BRT from Detroit/Superior Bridge to Broadview/State/Pearl intersections. Continuation of W25th TOD plan. Project included in list of projects eligible as FTA Small Starts.
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