



Greater Cleveland
Regional Transit Authority

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riderta.com

MEETING NOTICE

Notice is hereby given that the following meeting of the Board of Trustees of the Greater Cleveland Regional Transit Authority will take place on **Tuesday, July 28, 2020** in the Board Room of the Authority, 1240 West Sixth Street, Cleveland, OH 44113 for consideration of the listed items and such other items that may properly come before the Board and be acted upon.

In accordance with House Bill 197 of the 133rd General Assembly, signed by the Governor of the State of Ohio on March 27, 2020, the March 9, 2020 order of the Governor of the State of Ohio declaring a public health emergency and the April 30, 2020 order of the Director of the Ohio Department of Public Health prohibiting any gathering of ten (10) or more people, this meeting will be live-streamed on RTA's Facebook page (www.facebook.com/rideRTA) for staff and members of the public. **Only Board members and essential RTA staff will be allowed in the Board Room.** The meeting package will be posted on RTA's website at (www.riderta.com/board), on RTA's Facebook page, and RTA's Twitter page.

9:00 A.M. Board of Trustees Meeting – agenda attached.

Sheryl King Benford, acting

Floun'say R. Caver, Ph.D., Acting
General Manager, Chief Executive Officer

FRC:tab
Attachment

AGENDA

RTA Board of Trustees Meeting

Tuesday, July 28, 2020

9:00 a.m.

- I. Call to order
- II. Roll Call
- III. Certification regarding notice of meeting
- IV. Approval of the June 23, 2020 Board Meeting minutes
- V. Public comments (**2 minutes**) on **agenda items** can be phoned in using the following information:
 - Phone: 1-818-794-7004
 - Meeting Number: 2699
 - Pin Number: 926561
- VI. Board Governance Committee report
- VII. Operational Planning & Infrastructure Committee report
 - Chair: Mr. Terence P. Joyce
- VIII. Organizational, Services & Performance Monitoring Committee report
 - Chair: Rev. Charles P. Lucas
- IX. Audit, Safety Compliance and Real Estate Committee report
 - Chair: Karen Gabriel Moss
- X. External and Stakeholder Relations and Advocacy Committee report
 - Chair: Valarie J. McCall
- XI. Community Advisory Committee (CAC)
 - Board Liaison: Justin M. Bibb
- XII. Ad Hoc Committee reports:
 - Ad Hoc Paratransit Committee
 - Ad Hoc Technology Committee
- XIII. Introduction of new employees and announcement of promotions
- XIV. Introduction of resolutions:
 - A. 2020-49 – Expressing congratulations to the employees of the Greater

Cleveland Regional Transit Authority who retired during the second quarter of 2020

- B. 2020-50 – Authorizing Contract No. 2020-022 with Myers Equipment Corp. for the purchase of up to 10 Eldorado National Aerotech paratransit coaches, as specified, for a total contract amount not to exceed \$827,010.00 (RTA Development Fund, Fleet Management Department budget)
- C. 2020-51 – Authorizing Contract No. 2020-036 with HWH Architects Engineers Planners Inc. for Project 18.51 – On-Call Architectural/Engineering Services in an amount not to exceed \$300,000.00 for a period of 24 months (RTA Capital and/or RTA Development Funds, Engineering & Project Development Department budget)
- D. 2020-52 – Authorizing Contract No. 2020-070 with Zavarella Bros. Construction Co. for Project 14.97B – Rehabilitation of the Light Rail Trunk Line Guard Walls & Retaining Walls, as specified and as required, in an amount not to exceed \$1,689,900.00 (RTA Development Fund, Engineering & Project Development Department budget)
- E. 2020-53 – Authorizing Contract No. 2020-076 with Apex Construction & Management Co., Inc. for Project 18.12 – Tower City Station – Red Line Suspended Ceiling Removal, as specified and as required, in an amount not to exceed \$259,850.00 (RTA Development Fund, Engineering & Project Development Department budget)
- F. 2020-54 – Authorizing Contract No. 2020-077 with Premier Window Cleaning LLC for Rapid Station and Building Washing and Cleaning Services at GCRTA facilities, as specified, for a period of three years, in an amount not to exceed \$395,700.00 (General Fund, Rail District Department budget)
- G. 2020-55 – Authorizing the General Manager, Chief Executive Officer to appoint an underwriting syndicate and to execute contracts with members of the syndicate at a rate not to exceed \$3.25 per \$1,000.00 of debt issuance for a period of five years. (payable from the proceeds of the debt issue)
- H. 2020-56 – Adopting the Tax Budget of the Greater Cleveland Regional Transit Authority for the fiscal year beginning January 1, 2021 and submitting the same to the Cuyahoga County Fiscal Officer
- I. 2020-57 – Authorizing the General Manager, Chief Executive Officer to enter into an agreement with Medina County to exchange operating funds for Medina county's grant funds and to provide for medina county to fund a portion of the cost of the Authority's 251 flyer route

- J. 2020-58 – Authorizing a memorandum of understanding with The Centers for Families and Children for implementation of the Career Navigation Program
 - K. 2020-59 – Ratifying an increase to Contract No. 2017-030 with Occupational Health Center of Ohio, P.A. Co., DBA Concentra Medical Centers for Temperature Testing Services in an amount not to exceed \$40,000.00 for a total contract amount not to exceed \$1,047,943.75 (General Fund, Human Resources Department budget)
- XV. Interim Secretary-Treasurer's Report:
- A. General Fund Revenue – status as of June 30, 2020 versus 2019 actuals
 - B. General Fund Revenue – status as of June 30, 2020 versus the 2020 budget
 - C. Sales & Use Tax Receipts Report budgeted during 2020, actual receipts through July 2020
 - D. Inventory of Treasury Investments as of June 30, 2020
 - E. Debt Service Schedule and Status of Bond Retirement Fund (cash basis) as of June 30, 2020
 - F. Summary of Investment Performance, Year to Date through June 30, 2020
 - G. Report on Investment Earnings (cash basis) as of June, 2020
 - H. Composition of Investment Portfolio as of June 30, 2020
- XVI. General Manager's Report
- XVII. President's Report
- XVIII. Old Business
- XIX. New Business
- XX. Public comments (**2 minutes**) on **non-agenda items** can be phoned in using the following information:
- Phone: 1-818-794-7004
 - Meeting Number: 2699
 - Pin Number: 926561
- XXI. The next regular Board meeting is scheduled for Tuesday, August 25, 2020 in the Board Room of the Authority, Root-McBride Building, 1240 West Sixth Street, Cleveland, Ohio 44113
- XXII. Adjournment

Minutes

RTA Board of Trustees Meeting

9:56 a.m., June 23, 2020

Present: Clough (Chair), Lucas (Vice Chair), Bibb, Byrne, McCall, Moss, Pellot, Serrano, Weiss

Not present: Joyce

Also Present: Anderson, Benford, Bitto, Burney, Caver, Catalusci, Dangelo, Davis, Fields, Flannery, Garofoli, Gautam, Joyce, Kirkland, Lewis, Martin, Schipper, Scott, Shaffer, Wilson, Young

Mayor Clough called the meeting to order at 9:56 a.m. The secretary called the roll and reported that nine (9) committee members were present. This meeting was conducted by teleconference for members of the Board in accordance with House Bill 197 of the 133rd General Assembly, signed by the Governor of the State of Ohio on March 27, 2020, the March 9, 2020 order of the Governor of the State of Ohio declaring a public health emergency and the April 30, 2020 order of the Director of the Ohio Department of Public Health prohibiting any gathering of ten (10) or more people. This meeting was live-streamed on RTA's Facebook page (www.facebook.com/rideRTA) for staff and members of the public.

The Secretary advised that notice of this meeting has been posted more than twenty-four hours in advance of the meeting, that the usual notification has been given the news media and other interested persons, and that all requirements of the Ohio Revised Code and Rules and Bylaws of this Board regarding notice of meeting have been complied with.

Minutes

Mayor Clough stated that the minutes from the May 12, 2020 Board Meeting had been previously distributed and reviewed and asked whether there were any additions and/or corrections. There were no corrections. The minutes were approved.

Public Comments – Agenda Items

Public comments were submitted by an online form.

1. Andrew Robbins Donshik - Simsbury, CT/CWRU Campus - Considering the conversation around police budgeting and reform, it would be appropriate to address the transit police's disproportionate cut of GCRTA's budget. Police funds could be reallocated to more frequent service, cheaper fares, and/or transit ambassadors, all of which would have a marked impact on ridership. Has there been any discussion of a 2020 ballot measure for a higher levy?
2. Chrisopher Martin – Cleveland, Oh - This comment relates to agenda items "V. Public comment on agenda items" and "XX. Public comment on non-agenda items." I find it disappointing that 4 months into socially distanced board meetings you still have not found a way to allow people to provide their own live comments such as through a telephonic system. Do better.
3. Molly Martin – Cleveland, Oh - RTA must stop fare-enforcement by armed police on the RTA system and you must decriminalize fare enforcement in Cleveland. The board should cut the police budget by 50% instead of making cuts to bus and train service. Last year, transit police received \$1 million more in funding, bringing their funding to \$14 million. If those funds had

gone to bus service, RTA could have afforded to increase bus service by about 7%. Alternatively, if those funds had gone to fare reductions, RTA could have afforded to decrease fares by about 15%. If RTA leadership is committed to racial justice in Cleveland, stop implementing practices that criminalizes people for being poor and disproportionately targets and criminalizes poor people, many of whom are people of color.

Mayor Clough said that we are not able to accommodate more people attending the Board Meeting due to the room limitations. He appreciates the comments about Transit Police, but their most important responsibility is to keep riders safe.

Ad Hoc Committee Reports

Justin Bibb reported that the CAC met this month to discuss the upcoming service change and COVID-19 opportunities to increase public engagement. The Ad Hoc Technology Committee will meet this Thursday, June 25 at 5 p.m. They are looking forward to continuing the work to leverage civic technology and innovation to advance RTA's agenda.

Committee Reports

Karen Moss asked about the update on RTA hosting the 2021 Rail Rodeo. Dr. Caver said he would do that during his Acting CEO/GM report towards the end of the meeting. She also reminded staff that there should be an update on the employee hiring and diversity.

Introduction of New Employees/Promotions

There were no new hires and promotions to report.

Introduction of Resolutions

- A. 2020-42 – Authorizing contract No. 2019-066 with Northcoast Industrial Distributing DBA The Farley Company for the furnishing of engine oil, as specified and as required, for a period of one year in an amount not to exceed \$232,528.00 (General Fund, Fleet Management Department budget), the adoption of which was moved by Mr. Serrano, seconded by Mayor Byrne and approved by unanimous vote.
- B. 2020-43 – Authorizing Contract No. 2020-054 with WSP USA Inc. for Project 18.65 – On-Call Rail Engineering Services 2020 in an amount not to exceed \$400,000.00 for a period of 24 months (RTA Development Fund, Engineering & Project Development Department budget), the adoption of which was moved by Mr. Serrano, seconded by Ms. Pellet and approved by unanimous vote.
- C. 2020-44 – Authorizing Contract No. 2020-69 with Hatzel & Buehler, Inc. for Project 18.15 – Ashby & Farnsleigh Signal Cable Repair, in an amount not to exceed \$139,899.00 (RTA Development Fund, Engineering & Project Development Department budget), the adoption of which was moved by Mr. Serrano, seconded by Mayor Byrne and approved by unanimous vote.
- D. 2020-45 – Authorizing the filing of grant applications with the State of Ohio for State Fiscal Year 2021 financial assistance under all State of Ohio Programs, the adoption of which was moved by Mayor Weiss, seconded by Mr. Serrano and approved by unanimous vote.
- E. 2020-46 – Authorizing the filing of grant applications with the Northeast Ohio Areawide Coordinating Agency for State Fiscal Years 2021, 2022 and 2023 for financial assistance

and capital projects under all Northeast Ohio Areawide Coordinating Agency programs, the adoption of which was moved by Mr. Serrano, seconded by Ms. Pellot. Chief McCall asked to abstain. There were eight (8) ayes and one (1) abstention. It passed.

- F. 2020-47 – Authorizing the filing of grant applications with and accepting grant funds from the Northeast Ohio Areawide Coordinating Agency for State Fiscal Years 2021, 2022 and 2023 for funding for Capital and Operating projects under the Section 5310 Program for Enhanced Mobility for seniors and individuals with disabilities, the adoption of which was moved by Rev. Lucas, seconded by Ms. Pellot. Chief McCall asked to abstain. There were eight (8) ayes and one (1) abstention. It passed.
- G. 2020-48 – Amending budget appropriations for the FY 2020 Capital Improvement Fund budget to provide for an increase of \$111,977,170, the adoption of which was moved by Mr. Serrano, seconded by Mayor Byrne and approved by unanimous vote.

Mayor Clough said it is fortunate to receive these funds. Mayor Weiss asked if these funds can only be used for capital improvements. Dr. Caver said these are similar to a federal grant so they come in through the Capital budget, but will be used to refund the Operating budget. It's passed through from a federal program and then get the appropriation to make the expenditure from the Capital fund to the Operating fund.

Interim Secretary-Treasurer Report

Dr. Caver gave the report. The economic activity that comes with spending in the community impacts RTA's largest revenue source, which is sales tax. Over the last 12 weeks in Ohio, there has been 1.3 million unemployment claims and that is more than the total combined for the last three years throughout the State. In April and May, the U.S. unemployment rate was 14.7% and 13.3%. The State of Ohio's rate is 17.6% for April and 13.7% for May. The county had a hard hit with a 23.5% unemployment rate in April. Revenue from ridership and fares has been severely affected. During the economic shutdown, ridership was at 70% pre-COVID-19. That number is at 55% lower than pre COVID levels. Normally we'd budget to collect \$3 million in passenger fares. April and May are drastically lower. May collections was \$1.3 million for a 57.9% reduction. YTD we are down 21%, but expect that ridership will be depressed for a while longer.

Prior to COVID-19, sales tax was moving well. It was at levels at or above budget. June receipts are for March expenditures. Half of March was shutdown. We're at a 15% reduction compared to budget. The July report will be for April collections. Preliminary information shows that it won't be as deep as prior thought. It may be about 25%, which is better than originally predicted. We received \$112 million from the CARES Act. We have begun executing the drawdowns. To date, we have drawn down \$56 million. There is \$55.8 million remaining, which will be drawn down before the end of the year.

Acting General Manager, Chief Executive Officer Report

Dr. Caver gave the report. In light of incidents around the country related to civil unrest and race, the Diversity and Inclusion team developed a plan to engage employees on race relations. There will be 15 sessions for this plan. There will be town halls, development of a new D&I strategic plan and training investments. The employee sessions will cover topics such as preconception, bias and privilege, researching and learning and seeking help. The sessions will be every Tuesday and Thursday.

A team is working to bring an RFP for new railcars this fall. They meet weekly with LTK, which is the consultant. They are working on developing the scope and identifying and coordinating capital projects. There will need to be infrastructure modifications to the shop and other areas on the rail line. A committee meeting to discuss the plans will be in August. A light rail summer construction project is planned from June 28 through August 8 between the E. 79th Street Station to Buckeye Woodhill. They will perform maintenance on the Blue and Green Line. Staff met with Shaker Heights officials. There will be bus replacement service during the project. The goal for the next five years will be the light rail system. The first group was the Red Line, which was completed last summer.

RTA will host the 2021 APTA Rail Rodeo & Conference next June. Preliminary discussions last year about the cost were \$250,000. Currently, it is budgeted between \$300,000 to \$350,000. Staff met with APTA on June 11. APTA will come to Cleveland to meet with staff in Oct.-Nov. They will meet again with staff February 2021 in Cleveland. A logo has been created to market the event.

Mr. Bibb asked about the use of force policy as it related to choke holds and what steps TP is taking to enhance training around racial equity and bias. Dr. Caver met with Chief Joyce to review the use of force policy. Chief Joyce made several recommendations. The policy prior to recent incident outlawed chokeholds. Chief Joyce said following the George Floyd incident, they met on June 12 to discuss ways to improve policies and procedures to improve capabilities within the police department. The use of force policy was updated in Feb. 2019 following the Cleveland Police Department use of force policy updates. They are under a Consent Decree with the Department of Justice. Based on the Floyd incident, police agencies have looked at their policy. Mr. Floyd was on his belly and chest, with his hands behind his back. Officers were applying pressure to his back and neck. This was a prescription for positional asphyxiation. This position limits breathing and blood flow. RTA's TP policy eliminated choke holds in Feb. 2019. After reviewing the Floyd video, they wanted to clarify that no neck pressure, neck constraints or piling on top would be permitted. The person would be put on their side instead of their belly. The policy was modified and signed off on yesterday. The officers will be trained on the new policy.

Officers are up to date on the Ohio Peace Officers Training, deescalating, cultural awareness/bias training. The new officers may need to be trained. He will put out a 40-hour block of training. Lastly, in the 2021 Capital budget is the procurement of body cameras. RTA has a significant security camera network so TP is under camera surveillance. The body cams will make them more accountable. They will push up the procurement of the cams. They will reach out to local departments to see what they are using and try to secure equipment under the State contract. Mr. Bibb recommended they include racial equity inclusion training sponsored by REI. He also offered his Ad Hoc Technology Committee to help plan the community engagement process as it relates to body cams. Rev. Lucas ask that the new policies related to choke holds be made public.

Ms. Moss said they were told the Rail Rodeo would run \$250,000, but now it is \$100,000 more, which is 30%-40% more than original estimates. She asked why the numbers were so different, how do we plan to pay for it and if the policy allowing for fund raising will be exercised. She worries that spending this money may look a little frivolous. Dr. Caver said the initial estimate was based off what the previous agencies paid. Last year, the conference was held in Toronto. Their budget was \$500,000 or \$380,000 in American dollars. Denver RTA's budget was \$300,000. Baltimore RTD's budget was \$250,000. The current estimate is based off those numbers and the cost of living in this region. San Francisco and BART would have hosted this year. Their budget was \$350,000 in total. The money will come from the General Fund. There was a conversation last year about sponsorships, but he recommends we not go out for sponsorships. Legal provided an opinion that we could go out, but Dr. Caver would not like vendors to be approached about sponsors.

Mr. Serrano asked for a cost benefit analysis of the Transit Police to show that cutting their budget will not put benefits anywhere else. This is in response to request from the public to defund the TP by 50%. Dr. Caver said that \$1 million is used as 1% of service. TP provides safety for customers, employees, property and community. They offer services that is cross jurisdiction in 59 communities. Some of their duties include crime related to robberies, operator assaults and other assaults. They work with Safe Place Program, Collaboration to End Human Trafficking, TSA and Homeland Security in conjunction with the airport and the Red Line service. They have done a terrific job in reducing crime. The perception is that they are only doing fare enforcement, but that is not all they do.

Rev. Lucas respects the direction of the staff, but asked why sponsorships would not be secured with the budget constraints. Dr. Caver said this would shield from any thought of impropriety that could occur. He trust the staff, but given the things that could occur, he would not like to pursue it. He would welcome any choice made by the Board. Mr. Bitto stated that Toronto is prohibited from entering into sponsorships. San Francisco decided not to do it thinking the value wasn't there from the conference attendees, who weren't decision makers. Denver had success with Siemens as a sponsorship. Baltimore raised \$15,000 for sponsors. Based off preliminary information from APTA, he doesn't think that all the money will be needed. Previous hosts rented outdoor tents and had to rent air conditioners. APTA is looking to have the event at the Convention Center so the outdoor space will be handled by the Convention Center.

Public comments on non-agenda items

Comments were received through an online form.

1. Chris Martin – Cleveland, OH - Attached are screen shots showing the text box indicating I'm under 1500 characters and another giving me an error for seemingly exceeding 1500 characters. Here is a copy of the comment:

On May 30, 2020, protesters gathered in front of the Justice Center. So did GCRTA SWAT. GCRTA SWAT launched flash bangs and tear gas indiscriminately into peaceful crowds. Among GCRTA mission, vision, and values I do not see "violently attacking the general public" listed. So why did your SWAT do so on May 30, 2020?

More generally, why does GCRTA have a SWAT? That's a ridiculous waste of money. How much does it cost you each year? How much did it cost you just on May 30, 2020? GCRTA seems to follow a pattern: 1) ridership declines 2) GCRTA makes riding more expensive and less convenient 3) ridership declines 4) repeat. That's not sustainable. Do Better. Some ideas. Despite subsidization through the CARES Act, projects an \$11 million dollar deficit this year. The budget for GCRTA police is over \$14 million. See where I'm going here? DEFUND TRANSIT POLICE! Re-allocate that money to restore and improve service. Buy masks for riders (and make wearing them mandatory). Give your operators hazard pay. At least 11 of your employees have contracted COVID-19. Because of inadequate contact tracing in the state of Ohio, it is impossible to know how many others, if any, those employees then infected. Yet, GCRTA has continually done the bare minimum to protect its employees or riders. Never implementing rear door boarding. Not requiring or providing masks to riders. BUT, GCRTA does provide millions to armed police that disproportionately targets black and brown bodies. Do better.

2. William Tarter – Broadview Heights, OH – (The following comments were inadvertently missed at the May 12 Board Meeting. They are being read into the record today). Currently, the State of Ohio lists three registered lobbyists for GCRTA, James Hadden, Terrence O'Donnell, and William Vorys. All three are registered with the Legislature, but not the

Executive Branch. One contract with Mr. Hadden was approved during today's meeting. I am grateful to hear RTA engaging on the continued support of public transit at the state level. Three questions:

- 1) What are the individual lobbying responsibilities for each of these three lobbyists?

Terrence O'Donnell and Will Vorys work at the law firm of Dickinson Wright. They will be primarily responsible for lobbying the legislative branch of government, including covering hearings of the Ohio House and Senate Transportation Committee, and the House and Senate Finance Committee's "subcommittees" for Transportation that make critical funding determinations for public transit statewide. James Hadden will be primarily responsible for advocating before the executive branch, including the Governor's Office and the Ohio Department of Transportation (ODOT). This includes advocacy in the TRAC process in which the state allocates millions of dollars for transportation funding statewide. While Mr. Hadden is not currently registered to lobby the executive branch, he will file the required paperwork to do so. All of these individuals will be responsible for compliance with all state law and regulations applicable to lobbyists.

- 2) From a messaging standpoint, how do these lobbyists work with the Ohio Public Transit Association (OPTA)?

GCRTA's relationship with OPTA is vital, as we collaborate with our statewide counterparts. Our lobbying efforts will dovetail with OPTA's efforts to increase funding statewide for public transit. We will also endeavor through our advocacy to ensure that GCRTA can fully participate in state funding programs and that GCRTA's unique needs are addressed.

- 3) Finally, if these gentlemen are not registered for lobbying with the Executive Branch, how will the lobbying message reach ODOT in order to engage in future public policy transportation decisions?

See above. This lobbying team will indeed be tasked with lobbying the Executive Branch.

3. NOBLE – City of Cleveland - NOBLE would like to offer suggestions to GCRTA, inclusive of adjustments that can be made, in an effort to be safer, given the critical need for services by many in the county, and the expected influx in riders, as many previous COVID restrictions are being lifted statewide. By dropping fares for all GCRTA services, as well as implementing all door boarding policies on buses, contact between drivers and passengers will be the most limited. Several transit agencies have chosen these and similar strategies to weather the current crisis. Fare-free transit achieves two urgent goals simultaneously. The move, in conjunction with all door boarding, can help protect transit passengers and employees. Since the coronavirus can spread easily among groups in close contact, transit officials have been especially concerned about risks during bus boarding, when passengers cluster outside the door before standing inches away from a driver while paying their fares. There are also signs that the virus could live on paper and metal, which may include currency and farecards. Dropping fares, along with instituting all-door-only boarding policies, could make public transportation safer by limiting close interactions between bus drivers and passengers, and by removing the need for passengers to cluster together before boarding. In addition, offering free transit can offer a financial cushion to riders struggling during the pandemic. We thank you for your consideration.
4. Julianne Lopresto – Cleveland, OH - Defund the transit police and reinvest that money into expanding and improving RTA service, and providing low to no cost service for all.

5. Dro Sohrabian – Cleveland, OH - As a rider, Clevelander, and GCRTA advocate, I am very concerned with the growth of GCRTA's police force and budget over the years. Ridership and service have shrunk while your police staff has grown larger, more powerful, and more expensive. We need those funds. We need those millions to not hold up structures of oppression. We need you to reflect on the role of this agency, as an essential public service in an urban area with deeply segregated and racialized inequality. You provide people, often disproportionately Black and non-white, the freedom of movement. This freedom shouldn't come with a looming, militarized police presence that tends to systematically target and harass Black riders in public space. That the role of armed police has grown at the expense of other services is salt in the wound. There are alternatives to solving conflicts with lethally armed officers. There are alternatives to spending money on police SUVs with bull bars. I implore you to push your staff to study and implement them. Our region is slipping deeper into unsustainable sprawl every year. Our clock is ticking. Your planners, community programs, and external affairs capacity need funds and staff to push for sustainable development and transportation policy. Or fares can be subsidized. Please consider reallocating the police budget.

6. Dallas Eckman – Cleveland, OH - It is reprehensible that in a national moment of such importance to the uprooting of racial inequity in this country this board has neglected to even slate time to discuss the presence of police aboard the RTA. Funding for the transit police is a parasite on the ridership in our community. This board would be wise and politically shrewd to see where the wind is blowing and realize that nothing short of the complete termination of policing aboard the RTA will be accepted by its ridership. In the days, weeks, and months which come after today, the people of this city and many others will refuse to accept the violence and racist mode of policing which had plagued our public lives. I fear, however, you will not be wise. I fear you will turn yourselves into enemies of the people, convinced you must uphold some bizarre misconception of "law and order." I fear that instead of listening to the cries of anguish from our communities, you will instead turn a blind eye to the terror.

I fear you make these choices, because you are culling the ferocity of a public which will meet your indifference with justice. Rather than make yourselves the enemy of those you purport to serve, begin now the immediate and righteous task of undoing the policing aboard our public transit networks and reinvest in depleted bus routes, wages, and infrastructure. Choose wisely.

7. Maryellen Eickman-Fiala – Cleveland, OH - I am a recently a frequent ride of the transit system user as I have retired from commuting and will be a consultant in our County. I support Clevelanders For Public Transit agenda to reexamine the funding for Policing and reroute it toward more productive use. I feel less safe with armed police more present than other years where I saw none. I watch the transit Police at W.65 and W.25th. Hard to say it looks productive, quite the opposite. I feel as if I police the police. and I am a 63 year old white woman! You are aware that you could invite a CPT member to join your board, keeping you more on track. I do realize the drastic de funding from Federal and State sources have dramatically altered the budget. That is why rerouting the militarized policing budget makes sense. Sincerely a new frequent user, hoping not to see armed security.

8. Victoria Neenan – Cleveland, OH - My name is Victoria and I am a Cleveland resident and daily RTA rider. Please accept this comment in support of Clevelanders for Public Transit's (CPT) recommendation to reduce spending on GCRTA police and reallocate those funds towards restored service and fare reductions. In addition, I request GCRTA take action on the following: Increase transparency around fare evasion and fare enforcement activity. Please

include a link to fare enforcement data on the GCRTA 'Fare Violations' webpage. Create alternatives to armed law enforcement responding to non-violent crimes and code of conduct violations. In the coming weeks and months, please hold events and community conversations that allow riders to provide feedback on safety interventions that do not involve law enforcement. Thank you for your time and consideration.

9. Keith Kurak – Cleveland, OH - All fare enforcement should be suspended until RTA gets how it collects fares in order. Single fare, multi-trip, and online tickets all have different transfer rights, the health line stations have signs that tell you to pay in advance and then the bus driver tells you to pay up front, the online app doesn't even have all the same single fare/ all day tickets as the other platforms. I can't tell you how many times I've purchased a 5 trip pass that stops working after the second or third trip. Due to issues with payment or fare collection systems, many times I've ridden without technically having paid my fare. As a white man, The fact that I haven't been stopped for this leads me to conclude that, like most policing, there is a racial bias component to fare enforcement by RTA armed police.
10. Natalie Ziegler – Cleveland, OH - police to show material support and action for the riders of RTA. Please read this quote from the Northeast Ohio Coalition for the Homeless: "Every day, we are building with the unhoused community of Cleveland and we are hearing from our people living on the street that they are tired of being targeted, tired of fearing a police interaction in a park, or wondering whether a night in jail will cost them their lives. If we ever stand a chance of ending this onslaught of racist violence and the horrific cycles of trauma that come with it, then we must come together and dismantle the systems that perpetuate it. We need to do better and truly believe in radical accountability for public officials, private businesses, and local nonprofits that uphold an unjust system... Cleveland's public and nonprofit community must move from racial equity dialogues to actions that dismantle white supremacist social and institutional structures. If our leaders are serious about creating a safer and more just Cleveland, they will channel the community's outrage into the work of divesting from a militarized police force and investing in public goods that actually enable safety and well-being, like affordable housing for all, healthcare, education, transit, community centers, and social services." Black and POC riders of RTA are targeted, harassed, and unjustly penalized by the police force for sleeping, missing a ticket, and more. Do black lives matter to RTA?
11. Lisa Sanchez – Cleveland, OH - I'm a Clevelander and RTA rider. I use the RTA whenever I can to get to work, events, and back home again. I'm appalled at the funding for armed RTA security officers on RTA lines. Ridership has consistently decreased, fares have increased exponentially, services have been cut, frequency has been cut, but there is still money in the budget for fare enforcement police? The RTA police annual budget has ballooned to 14 million dollars. How do you justify this expense to the detriment of your ridership? I don't think this is a satisfactory use of money for the RTA system. I stand with Clevelanders for Public Transit and support their demand to reduce the RTA police budget by 50% to reallocate funds to transit ambassadors and services for riders who depend on public transit. As a public transit rider, I want more accountability in the budget, more services to riders who actually support the system, and no armed police menacing the ridership over a \$2.50 fare. I want you to know I'm paying attention because I care about public services in Cleveland and I demand better from the transit system that carries thousands of people every day. Please do better.
12. Robert Winn – Cleveland, OH - Good morning GCRTA Board Chair, members of the board, Dr. Caver and RTA Staff. I have two questions, both regarding technology and the ad hoc Technology Committee meeting: #1: The initial ad hoc Technology committee meeting on Jan. 30 was a productive and candid conversation. This meeting also engaged members of

the public and members of the public were invited to participate and to provide public comment. Will there be any similar means of interactive dialogue and public comment on Thursday's meeting to allow this, or will comment be limited to a web-form like the board meeting (or will there be any public comment at all?) #2: The NEORide transit agencies that also use NEORide's EZFare mobile ticketing platform will soon have access to a federal IMI grant (awarded to PARTA) that will provide onboard validators and give EZfare agencies the ability to deploy smartcards. GCRTA recently exercised an option to renew mobile ticketing services with Passport, and is still waiting for Conduent to deliver an overdue smartcard platform that integrates with GCRTA's GFI fareboxes. At this point, GCRTA is shaping up to be one of only a few agencies in Ohio and Northeast Ohio that don't participate in EZFare. Can a discussion about the costs and benefits of adopting EZFare vs moving ahead with the current smartcard contract and mobile ticketing platform be included as part of the discussion for Thursday's ad hoc Technology Committee meeting?

Dr. Caver said that this meeting will be livestreamed. They will see how the meeting can be more interactive. He said that the EZFare can be a part of the discussion.

13. Chris Stocking – Cleveland, Oh – (Mr. Stocking had problems submitted his comments online so he emailed them after the meeting) Today CPT released a letter with coalition partners calling for the creation of a transit ambassador program to replace fare enforcement by transit police. Background: In late 2017, Judge Groves ruled that proof-of-payment fare enforcement by transit police was unconstitutional. From pages 6-7 of the decision: *"If RTA utilized non-law enforcement officers, a constitutional analysis would be unnecessary. The utilization of police officers inappropriately removes the 'middleman' or buffer between police and passengers. Passengers should only encounter police once reasonable articulable suspicion is established."* In early 2018, CPT released Fair Fares. Each board member was provided a copy. In it we called for RTA to follow Judge Groves decision to insert a buffer between police & passengers for fare enforcement- to establish Transit Ambassadors. In summer 2018, the case was appealed & dismissed. Although proof-of-payment by transit police stands as unconstitutional, staffing levels remain unchanged since 2016: 20 full- & 10 part-time fare enforcement officers. We are asking the board to invest these funds in transit ambassadors to restore & expand constitutional proof-of-payment. Lastly, CPT appreciates RTA's recent fare equity study, but the study did not evaluate fare enforcement. It was started before India Birdsong became CEO. We look forward to new leadership from Birdsong on reevaluating this issue & discussion at our next staff meeting.

Mayor Clough said that at the end of the year, RTA looks at the entire budget. They ensure that the riders are safe. This should always be the reasoning for any entity to exist. Dr. Caver addressed comments related to RTA providing mask. This week and through the summer, RTA will provide masks at several transit centers. The mask were donated from the federal government.

Upcoming Meetings

The next regular Board meeting is scheduled for Tuesday, July 28, 2020 in the Board Room of the Authority, Root-McBride Building, and 1240 West Sixth Street, Cleveland, Ohio 44113.

This meeting was adjourned at 11:13 a.m.

Attest: 
Interim Secretary-Treasurer

President

RESOLUTION NO. 2020-49

EXPRESSING CONGRATULATIONS TO THE EMPLOYEES OF THE
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY WHO RETIRED
DURING THE SECOND QUARTER OF 2020

WHEREAS, the following employees retired from the Greater Cleveland Regional Transit Authority during the second quarter of 2020 after numerous years of dedicated public service:

<u>Name</u>	<u>Title</u>	<u>Work Location</u>
Joann Tate	Bus Operator	Triskett
Gary Ballas	Assistant Equipment Supervisor	Triskett
Randy Divis	Service Quality Supervisor I	Main Office
Derry Jones	Bus Operator	Hayden
David Brand	Paratransit Operator	Paratransit
Glenn Parker	Bus Operator	Triskett
Penny Peoples	Bus Operator	Hayden
Darlene Gotel	Bus Operator	Hayden
Terry Murphy	Bus Operator	Triskett
Brian Novick	Equipment Repair Leader	Hayden
David Wheaton	Assistant Equipment Manager	Paratransit
Kevin Grimes	Paratransit Operator	Paratransit
Mary Willoughby	Manager of Payroll	Main Office
Denita Fletcher	Executive Secretary	Main Office
Sharon Sterrett-Sharp	Transportation Manager	Hayden
Diana Collins	Service Quality Manager	Main Office

WHEREAS, these retirees faithfully gave of their skills, time and talents to provide high quality public transportation to the community; and

WHEREAS, these retirees did much to contribute to the quality of life in Greater Cleveland by providing much-needed public transit service and protecting our valuable environment; and

WHEREAS, the retirees' outstanding diligence in the performance of their jobs was of immeasurable value to both riders and residents of Cuyahoga County; and

WHEREAS, these retirees represent hundreds of years of invaluable public transit experience, and they will be missed.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the sincere congratulations and gratitude of the Board of Trustees is hereby extended to each of the above named employees on the occasion of their retirement from the Greater Cleveland Regional Transit Authority.

Section 2. That the members of the Board of Trustees offer their best wishes to the retirees for continued success and happiness, which they so richly deserve.

Section 3. That this resolution shall become effective immediately upon its adoption.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: AUTHORIZING THE PURCHASE OF UP TO 10 ELDORADO NATIONAL AEROTECH PARATRANSIT COACHES VENDOR: MYERS EQUIPMENT CORP AMOUNT: NOT TO EXCEED \$827,010.00	Resolution No.: 2020-50
	Date: July 23, 2020
	Initiator: Fleet Management Department
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This resolution will authorize the Authority to enter into a contract for the manufacture and delivery of up to 10, wheelchair equipped, Eldorado National Aerotech Paratransit coaches, through the State of Ohio, Department of Transportation, Cooperative Purchasing Program ("Cooperative Purchasing Program").
- 2.0 **DESCRIPTION/JUSTIFICATION:** These transit vehicles will be used by the Authority's Paratransit District. The 10 coaches purchased under authority of this Resolution will replace the GCRTA's 7500 fleet. The 7500 fleet were purchased in 2013 and have exceeded their useful life in age and/or mileage in accordance with the Authority's vehicle replacement policy and guidelines.
- 3.0 **PROCUREMENT BACKGROUND:** The Board of Trustees has authorized the General Manager, Chief Executive Officer to utilize the Cooperative Purchasing Program by Resolution No. 2004-076. This allows the Authority to place orders against State of Ohio, Department of Transportation contracts. Under Ohio Revised Code Section 306.43(H)(4), competitive procedures are not required when the purchase of goods or services is made from another political subdivision, public agency, public transit system, regional transit authority, the state, or the federal government, or as a third-party beneficiary under a state or federal procurement contract, or as a participant in a department of administrative services contract under division (B) of Section 125.04 of the Revised Code. The Cooperative Purchasing Program includes contracts for Paratransit coaches. The Authority will purchase 10 Eldorado National Aerotech Paratransit coaches at a unit price of \$82,701.00 for a total price not to exceed \$827,010.00. This amount is approximately 1% below the budgeted amount of \$835,000.00 for this purchase.

 A price analysis has been performed and the Procurement Department has determined the price submitted by Myers Equipment Corp. to be fair and reasonable to the Authority.
- 4.0 **AFFIRMATIVE ACTION/DBE BACKGROUND:** The Office of Business Development does not conduct Affirmative Action reviews or establish goals on procurements included in the State Cooperative Purchasing program.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** This procurement will be funded through the RTA Development Fund, Fleet Management Department budget, including but not limited to FTA Capital Grant OH-2017-029 in the amount of \$705,618.00, and FTA Capital Grant OH-90-X809 in the amount of \$121,392.00, for a total contract amount not to exceed \$827,010.00 (\$661,608.00 in Federal funds which represents 80% of the total cost).

- 7.0 ALTERNATIVES: Reject this offer. Rejection of this offer would impact the Authority's ability to provide reliable and timely service.
- 8.0 RECOMMENDATION: This procurement was discussed by the Board of Trustees Organizational, Services and Performance Monitoring Committee at its July 14, 2020 meeting. It is recommended that the bid of Myers Equipment Corp. be accepted and the resolution passed authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 ATTACHMENT: None.

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



General Manager, Chief Executive Officer

RESOLUTION NO. 2020-50

AUTHORIZING CONTRACT NO. 2020-022 WITH MYERS EQUIPMENT CORP. FOR THE PURCHASE OF UP TO 10 ELDORADO NATIONAL AEROTECH PARATRANSIT COACHES, AS SPECIFIED, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$827,010.00 (RTA DEVELOPMENT FUND, FLEET MANAGEMENT DEPARTMENT BUDGET

WHEREAS, the Authority has identified the need to replace 10 Paratransit Coaches that have reached their useful life; and

WHEREAS, such vehicles are available through the State of Ohio, Department of Transportation, Cooperative Purchasing Program ("Cooperative Purchasing Program"); and

WHEREAS, Section 5513.01(B) of the Ohio Revised Code provides political subdivisions within the State of Ohio the opportunity to participate in contracts executed by the State of Ohio, Department of Transportation; and

WHEREAS, the Board of Trustees of the Authority authorized the utilization of the Cooperative Purchasing Program in Resolution No. 2004-076; and

WHEREAS, Section 306.43(H)(4) of the Ohio Revised Code states that competitive procedures are not required when the purchase is made from another political subdivision, public agency, public transit system, regional transit authority, the state, or the federal government, or as a third party beneficiary under a state or federal procurement contract, or as a participant in a department of administrative services contract under division (B) of Section 125.04 of the Revised Code; and

WHEREAS, Myers Equipment Corp., located at 8860 Akron-Canfield Road, Canfield, OH 44406, has offered to manufacture and deliver 10 Paratransit Coaches, as specified, at a unit price of \$82,701.00, for a total amount not to exceed \$827,010.00; and

WHEREAS, the General Manager, Chief Executive Officer has deemed it in the best interest of the Authority to procure the required vehicles utilizing the Cooperative Purchasing Program from Myers Equipment Corp. and recommends acceptance thereof by the Board of Trustees

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the bid of Myers Equipment Corp., for the manufacture and delivery of 10 Paratransit Coaches, as specified, be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer be and is hereby authorized to enter into a contract with Myers Equipment Corp. for the manufacture and delivery of 10 Paratransit Coaches, as specified, for a total contract amount not exceed \$827,010.00.

Section 3. This procurement will be funded through the RTA Development Fund, Fleet Management Department budget, including but not limited to FTA Capital Grant OH-2017-029 in the amount \$705,618.00, and FTA Capital Grant OH-90-X809 in the amount \$121,392.00, for a total contract amount not to exceed \$827,010.00 (\$661,608.00 in Federal funds which represents 80% of the total cost)

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

Section 5. That the Greater Cleveland Regional Transit Authority's Board of Trustees expects that Myers Equipment Corp. will attempt to exceed the 0% minimum DBE goal assigned to this procurement.

Section 6. That this resolution shall become effective immediately upon its adoption.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: PROJECT 18.51 – ON-CALL ARCHITECTURAL/ENGINEERING SERVICES VENDOR: HWH ARCHITECTS ENGINEERS PLANNERS INC. AMOUNT: \$300,000.00 FOR 24 MONTH PERIOD	Resolution No.: 2020-51
	Date: July 23, 2020
	Initiator: Engineering & Project Development
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Authority to enter into a contract for On-Call Architectural/Engineering Services for a period of 24 months.

- 2.0 **DESCRIPTION/JUSTIFICATION:** This project is to obtain professional services to prepare plans, specifications, cost estimates, construction duration estimates, construction support services, and safety certification.

- 3.0 **PROCUREMENT BACKGROUND:** The Request for Proposals (“RFP”) was posted on the GCRTA Procurement web site and advertised in the local newspapers. The solicitation was downloaded by fifty-one interested parties. These services were solicited through a competitive negotiated procurement, utilizing the Brooks Act Procedures. Under this process, the Authority’s evaluation panel first selects the most technically qualified firm, solicits a pricing proposal from that firm, and negotiates only with that firm. Should the Authority determine that an agreement could not be reached with the most qualified firm, it may reject that proposal and repeat the process with the next most qualified firm. In this instance, negotiations were held with the first ranked firm, HWH Architects Engineers Planners Inc., and an acceptable price was reached.

 HWH Architects Engineers Planners Inc. has successfully completed projects for the Greater Cleveland RTA, General Electric, City of Cleveland, and Arlington Memorial Gardens, among others.

 The Procurement Department performed a price analysis and determined the proposed pricing to be fair and reasonable to the Authority.

- 4.0 **AFFIRMATIVE ACTION/DBE BACKGROUND:** All Affirmative Action requirements have been met. HWH Architects Engineers Planners Inc. has committed to achieving the 12% DBE goal established for this procurement which is equivalent to \$36,000.00, and has agreed to use the following certified DBE firms: Smith Architect (Female-owned), Sandhu & Associates (Asian Pacific-owned), Somat Engineering (Subcontinent Asian-owned) and K&J Safety & Security (Female-owned) in amounts that will be a function of the specific nature of the on call service required.

- 5.0 **POLICY IMPACT:** Does not apply.

- 6.0 **ECONOMIC IMPACT:** This contract shall be payable from the RTA Capital and/or RTA Development Funds, Engineering & Project Development Department budget, including but not limited to, 100% Local funds and FTA Grants to be determined, in an amount not to exceed \$300,000.00 for a period of 24 months. This is the budgeted amount for this project.

- 7.0 ALTERNATIVES: Reject this offer. Rejection of this offer will create undue hardship on GCRTA's Engineering staff due to their existing workload and prevent access to external technical expertise when needed.
- 8.0 RECOMMENDATION: This procurement was discussed by the Board of Trustees Operational Planning and Infrastructure Committee at the July 14, 2020 meeting. It is recommended that the offer from HWH Architects Engineers Planners Inc. be accepted and the resolution passed authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 ATTACHMENTS: None.

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



General Manager, Chief Executive Officer

RESOLUTION NO. 2020-51

AUTHORIZING CONTRACT NO. 2020-036 WITH HWH ARCHITECTS ENGINEERS PLANNERS INC. FOR PROJECT 18.51 – ON-CALL ARCHITECTURAL/ENGINEERING SERVICES IN AN AMOUNT NOT TO EXCEED \$300,000.00 FOR A PERIOD OF 24 MONTHS (RTA CAPITAL AND/OR RTA DEVELOPMENT FUNDS, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, The Authority requires architectural/engineering services for preparing plans, specifications, cost estimates, construction duration estimates, construction support services, and safety certification; and

WHEREAS, the proposal of HWH Architects Engineers Planners Inc., with an office located at 600 Superior Avenue East, Suite 1100, Cleveland, Ohio 44114 to perform said services was received on May 8, 2020, in response to a competitive solicitation; and

WHEREAS, HWH Architects Engineers Planners Inc. has agreed to perform the required services for the negotiated labor rates in an amount not to exceed \$300,000.00 for a period of 24 months; and

WHEREAS, the General Manager, Chief Executive Officer deems the offer of HWH Architects Engineers Planners Inc. to be the most advantageous to the Authority, finds the negotiated hourly rates to be fair and reasonable for said services, and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the negotiated offer of HWH Architects Engineers Planners Inc., to provide various task order services under Project 18.51 – On-Call Architectural/Engineering Services, be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with HWH Architects Engineers Planners Inc. for the performance of said services.

Section 3. That said contract shall be payable from the RTA Capital and/or RTA Development Funds, Engineering & Project Development Department budget, including but not limited to, 100% Local funds and FTA Grants to be determined, in an amount not to exceed \$300,000.00 for a period of 24 months.

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

Section 5. That the Greater Cleveland Regional Transit Authority's Board of Trustees expects that HWH Architects Engineers Planners Inc. will attempt to exceed the 12% minimum DBE goal assigned to this procurement.

Section 6. That this resolution shall become effective immediately upon its adoption.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: PROJECT 14.97B – REHABILITATION OF THE LIGHT RAIL TRUNK LINE GUARD WALLS & RETAINING WALLS VENDOR: ZAVARELLA BROS. CONSTRUCTION CO. AMOUNT: \$1,689,900.00	Resolution No.: 2020-52
	Date: July 23, 2020
	Initiator: Engineering & Project Development
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Authority to enter into a contract to provide construction services for Project 14.97B – Rehabilitation of the Light Rail Trunk Line Guard Walls & Retaining Walls.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The work to be performed under this contract consists of the rehabilitation of the guard walls and retaining walls along the Blue/Green Lines of the Light Rail system between E. 103rd Street at the west end and Shaker Square Rapid Station at the east end.
- 3.0 **PROCUREMENT BACKGROUND:** The Invitation for Bid (“IFB”) was posted on the GCRTA Procurement website and advertised in the local newspapers. Seventeen interested parties, including potential subcontractors, downloaded the solicitation package. Four responsive bids were received and opened on June 10, 2020, as follows:

Company Name	Total Base Bid
Zavarella Bros. Construction Co.	\$1,689,900.00
Panzica Construction	\$1,738,000.00
Schirmer Construction LLC	\$1,787,000.00
Perk Company, Inc.	\$2,063,600.00

The Basis of Award is the lowest responsive bid from a responsible bidder for the Total Base Bid price. Zavarella Bros. Construction Co. was determined to be a responsible bidder. The Total Base Bid price of \$1,689,900.00 from Zavarella Bros. Construction Co. is approximately 10% below the Engineer’s Estimate of \$1,877,792.00.

- 4.0 **AFFIRMATIVE ACTION/DBE BACKGROUND:** All Affirmative Action requirements have been met. A 22% DBE goal was established for this procurement. Zavarella Bros. Construction Co. has committed to achieving the DBE participation goal through the utilization of Cook Paving (African American Female-owned) in the amount of \$413,220.00 or 24.5%.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** This procurement shall be payable through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to, Capital Grants AOH-2018-027 and OH-2019-037-337, for a total contract amount not to exceed \$1,689,900.00 (\$1,351,920.00 in federal funds which represents 80% of total cost).

Staff Summary & Comments

Rehabilitation of the Light Rail Trunk Line Guard Walls & Retaining Walls

Page 2

- 7.0 ALTERNATIVES: Reject this offer. Rejection of this offer will allow for the continued degradation of the guard walls and retaining walls along the aforementioned section of the Light Rail system.
- 8.0 RECOMMENDATION: This project was discussed by the Board of Trustees at the July 14, 2020 Operational Planning & Infrastructure Committee meeting. It is recommended that the bid of Zavarella Bros. Construction Co. be accepted and the resolution passed authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 ATTACHMENTS: None.

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


General Manager, Chief Executive Officer

RESOLUTION NO. 2020-52

AUTHORIZING CONTRACT NO. 2020-070 WITH ZAVARELLA BROS. CONSTRUCTION CO. FOR PROJECT 14.97B – REHABILITATION OF THE LIGHT RAIL TRUNK LINE GUARD WALLS & RETAINING WALLS, AS SPECIFIED AND AS REQUIRED, IN AN AMOUNT NOT TO EXCEED \$1,689,900.00 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Authority deems it necessary to acquire construction services, as required, under Project 14.97B – Rehabilitation of the Light Rail Trunk Line Guard Walls & Retaining Walls; and

WHEREAS, the bid of Zavarella Bros. Construction Co., located at 5381 Erie Street, Suite B, Bedford Heights Ohio 44146, was received on June 10, 2020 in an amount not to exceed \$1,689,900.00; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid Zavarella Bros. Construction Co. to be the lowest responsive bid from a responsible bidder and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the bid of Zavarella Bros. Construction Co. for Project 14.97B Rehabilitation of the Light Rail Trunk Line Guard Walls & Retaining Walls, be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with Zavarella Bros. Construction Co. for Project 14.97B – Rehabilitation of the Light Rail Trunk Line Guard Walls & Retaining Walls.

Section 3. That said contract shall be payable from the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to, Capital Grants AOH-2018-027 and OH-2019-037-337, for a total contract amount not to exceed \$1,689,900.00 (\$1,351,920.00 in federal funds which represents 80% of total cost).

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

Section 5. That the Greater Cleveland Regional Transit Authority's Board of Trustees expects that Zavarella Bros. Construction Co. will attempt to exceed the 22% minimum DBE goal assigned to this procurement.

Section 6. That this resolution shall become effective immediately upon its adoption.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer



Greater Cleveland
Regional Transit Authority

Interoffice Memo

To: Mayor Dennis M. Clough, President
and Members, Board of Trustees

From: Floun'say R. Caver, Ph.D. *SKB. acting*
Acting General Manager, Chief Executive Officer

Date: July 23, 2020

Subject: Disadvantaged Business Enterprise (DBE) Prime Contractor for
July 28, 2020 Board Meeting

Please be advised the following resolution involving a DBE firm as the prime contractor will be presented at the July 28, 2020 Board meeting.

- Authorizing Contract No. 2020-076 with Apex Construction & Management Co. to provide construction services, for Contract No. 2020-076 – Tower City Station – Red Line Suspended Ceiling Removal

If you have any questions please feel free to contact me. You can also contact Carl Kirkland, Director of Office of Business Development directly at (216)-356-3128.

CC:FRC:CK:db



TITLE/DESCRIPTION: CONTRACT: PROJECT 18.12 – TOWER CITY STATION – RED LINE SUSPENDED CEILING REMOVAL VENDOR: APEX CONSTRUCTION & MANAGEMENT CO., INC. AMOUNT: \$259,850.00	Resolution No.: 2020-53
	Date: July 23, 2020
	Initiator: Engineering & Project Development
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Authority to enter into a contract to provide construction services for Project 18.12 – Tower City Station – Red Line Suspended Ceiling Removal.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The work to be performed under this contract consists of the removal of suspended ceiling components, braces, and hangers to allow repair of the concrete ceiling above. Items hanging from the suspended ceiling will be removed and suspended from the concrete ceiling above.
- 3.0 **PROCUREMENT BACKGROUND:** The Invitation for Bids (“IFB”) was posted on the RTA Procurement website and advertised in the local newspapers. Thirty-one interested parties, including potential subcontractors, downloaded the solicitation package. Five responsive bids were received and opened on July 2, 2020, as follows:

Company Name	Total Base Bid
Apex Construction & Management Co., Inc.	\$259,850.00
Northstar Contracting, Inc.	\$329,763.00
Baumann Enterprises, Inc.	\$393,352.70
Schirmer Construction LLC	\$427,000.00
A.M Higley Co	\$438,000.00

The Basis of Award is the lowest responsive bid from a responsible bidder for the Total Base Bid price. Apex Construction & Management Co., Inc. was determined to be a responsible bidder. The Total Base Bid price of \$259,850.00 from Apex Construction & Management Co., Inc. is approximately 35% below the Engineer’s Estimate of \$400,000.00.

- 4.0 **AFFIRMATIVE ACTION/DBE BACKGROUND:** All Affirmative Action requirements have been met. A 19% DBE goal was established for this procurement. Apex Construction & Management Co., is a certified DBE firm (Asian-owned) and will perform 100% of the contract work with its own forces.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** This procurement shall be payable through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to 100% Local funds, in an amount not to exceed \$259,850.00.

Staff Summary & Comments
Tower City Station – Red Line Suspended Ceiling Removal
Page 2

- 7.0 ALTERNATIVES: Reject this offer. Rejection of this offer will impact the completion of necessary repairs to the concrete ceiling over the Tower City Station Red Line Platforms.
- 8.0 RECOMMENDATION: It is recommended that the bid of Apex Construction & Management Co., Inc. be accepted and the resolution passed authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 ATTACHMENTS: None.

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


General Manager, Chief Executive Officer

RESOLUTION NO. 2020-53

AUTHORIZING CONTRACT NO. 2020-076 WITH APEX CONSTRUCTION & MANAGEMENT CO., INC. FOR PROJECT 18.12 – TOWER CITY STATION – RED LINE SUSPENDED CEILING REMOVAL, AS SPECIFIED AND AS REQUIRED, IN AN AMOUNT NOT TO EXCEED \$259,850.00 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Authority deems it necessary to acquire construction services, as required, under Project 18.12 – Tower City Station – Red Line Suspended Ceiling Removal; and

WHEREAS, the bid of Apex Construction & Management Co. Inc., located at 24381 Aurora Road, Suite A-6, Bedford Heights Ohio 44146, was received on July 2, 2020 in an amount not to exceed \$259,850.00; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid of Apex Construction & Management Co., Inc. to be the lowest responsive bid from a responsible bidder and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the bid of Apex Construction & Management Co., Inc. for Project 18.12 Tower City Station – Red Line Suspended Ceiling Removal, be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with Apex Construction & Management Co., Inc. for Project 18.12 Tower City Station – Red Line Suspended Ceiling Removal.

Section 3. That said contract shall be payable from the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to 100% Local funds, in an amount not to exceed \$259,850.00.

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

Section 5. That the Greater Cleveland Regional Transit Authority's Board of Trustees expects that Apex Construction & Management Co., Inc. will attempt to exceed the 19% minimum DBE goal assigned to this procurement.

Section 6. That this resolution shall become effective immediately upon its adoption.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: RAPID STATION AND BUILDING WASHING AND CLEANING SERVICES VENDOR: PREMIER WINDOW CLEANING LLC AMOUNT: NTE \$395,700.00 FOR A THREE YEAR PERIOD	Resolution No.: 2020-54
	Date: July 23, 2020
	Initiator: Rail District
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Authority to enter into a contract for rapid station and building washing and cleaning services, as specified, for a period of three years.
- 2.0 **DESCRIPTION/JUSTIFICATION:** This project covers twenty-four major GCRTA facilities that require semi-annual interior and exterior structure cleaning, including window washing, as specified. Stations included are West 25th Street-Ohio City, Superior, West Park, Louis Stokes Station at Windermere, Settler's Landing, East Bank Flats, North Coast, West 3rd Street, West Blvd-Cudell, Gateway Walkway, West 65th Street, West 117th & Madison, Triskett, Puritas, East 55th Street, Cedar-University Circle, Buckeye/Woodhill, Airport Tunnel, Brookpark, Little Italy, Lee & Shaker, Rail Headquarters Building, Rail Service Building and the Rail Equipment Building. This contract enables the Authority to keep the interiors and exteriors of the GCRTA facilities clean, which benefits both customers and employees.
- 3.0 **PROCUREMENT BACKGROUND:** The Invitation for Bids (IFB) was posted on the GCRTA procurement web site and advertised in the local newspapers. Sixteen interested parties downloaded the bid package. Two bids were received on July 8, 2020 as follows:

Company Name	Total Bid
Premier Window Cleaning LLC	\$395,700.00
H2O Mobile Pressure Washing Inc.	\$516,600.00

The Basis of Award is the lowest responsive bid from a responsible bidder for the Total Bid. Premier Window Cleaning LLC was determined to be a responsible bidder. The price of \$395,700.00 from Premier Window Cleaning LLC is 15% below the cost estimate of \$466,000.00. A price analysis has been performed and the Procurement Department has determined that the price from Premier Window Cleaning LLC is fair and reasonable to the Authority.

- 4.0 **AFFIRMATIVE ACTION/DBE BACKGROUND:** All Affirmative Action requirements have been met. A 11% DBE goal was established for this procurement. Premier Window Cleaning LLC has committed to achieving the DBE participation goal through the utilization of AKA Construction Management (African American Female-owned) in the amount of \$43,527.00 or 11%.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** The contract will be funded through the General Fund, Rail District Department budget, in an amount not to exceed \$395,700.00 for a period of three years. This price is 15% below the estimate for these services.
- 7.0 **ALTERNATIVES:** Reject the bid. Rejection of this bid will delay the scheduling of cleaning as identified by GCRTA Rail facilities personnel. Rejection of this bid will also adversely impact the public image of the Authority, and the comfort of its customers.

- 8.0 RECOMMENDATION: It is recommended that the bid of Premier Window Cleaning LLC be accepted and the resolution passed authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 ATTACHMENTS: None.

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



General Manager, Chief Executive Officer

RESOLUTION NO. 2020-54

AUTHORIZING CONTRACT NO. 2020-077 WITH PREMIER WINDOW CLEANING LLC FOR RAPID STATION AND BUILDING WASHING AND CLEANING SERVICES AT GCRTA FACILITIES, AS SPECIFIED, FOR A PERIOD OF THREE YEARS, IN AN AMOUNT NOT TO EXCEED \$395,700.00 (GENERAL FUND, RAIL DISTRICT DEPARTMENT BUDGET)

WHEREAS, the Authority requires the services of a professional cleaning company for the continued maintenance of the Authority's rapid stations and buildings on a semi-annual basis beginning Fall 2020 through Summer 2023; and

WHEREAS, the bid of Premier Window Cleaning LLC, located at 3043 Chadbourne Rd, Shaker Heights, OH 44120, for rapid station and building washing and cleaning of the Authority's facilities; for a period of three years, was received on July 8, 2020, in an amount not to exceed \$395,700.00; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid of Premier Window Cleaning LLC to be a responsive bid from a responsible bidder, and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the bid of Premier Window Cleaning LLC for rapid station and building washing and cleaning services, as specified, for a period of three years, be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with Premier Window Cleaning LLC to provide rapid station and building washing and cleaning services, as specified, for a period of three years.

Section 3. This procurement shall be payable from the General Fund, Rail District Department budget, in an amount not to exceed \$395,700.00 for a period of three years.

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

Section 5. That the Greater Cleveland Regional Transit Authority's Board of Trustees expects that Premier Window Cleaning LLC will attempt to exceed the 11% minimum DBE goal assigned to this procurement.

Section 6. That this resolution shall become effective immediately upon its adoption.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer



<p>TITLE/DESCRIPTION:</p> <p>CONTRACT: UNDERWRITING SERVICES</p> <p>VENDOR: HUNTINGTON SECURITIES, INC.; FIFTH THIRD SECURITIES, INC.; KEYBANC CAPITAL MARKETS, INC.; STIFEL, NICOLAUS & COMPANY, INC.; AND PIPER SANDLER & CO.</p> <p>AMOUNT: NTE \$3.25 PER \$1,000.00 OF DEBT ISSUANCE</p>	<p>Resolution No.: 2020-55</p> <p>Date: July 23, 2020</p> <p>Initiator: Finance & Administration</p>
<p>ACTION REQUEST:</p> <p><input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____</p>	

- 1.0 PURPOSE/SCOPE: This action will allow the Authority to enter into multiple contracts for Underwriting Services for future debt issuances and debt refundings for a period of five years.
- 2.0 DESCRIPTION/JUSTIFICATION: During the five year term, the Authority plans to issue long-term debt to fund capital improvement projects. Underwriting Services are required to advise the Authority on the optimum sizing and timing of the issue, assist in conformance with regulatory requirements, obtain rates for the bond issue, and to guarantee the sales of the securities. These services will also be needed for any additional debt issuances and possible debt refunding during the contract period.
- 3.0 PROCUREMENT BACKGROUND: The Request for Proposals (“RFP”) was posted on the GCRTA Procurement web site and advertised in the local newspapers. Twenty-Eight (28) interested parties reviewed the solicitation and thirteen (13) proposals were received. After evaluation by a panel of Authority employees in accordance with established Procurement policies and procedures, and after negotiations, the not to exceed rate of \$3.25 per \$1,000.00 of debt issued was agreed upon.

In order to augment the sale and distribution of bonds and to obtain the lowest possible interest rates, the Authority uses an underwriting syndicate. The syndicate is composed of the following participants:

- (1) Huntington Securities, Inc.
- (2) Fifth Third Securities, Inc.
- (3) KeyBanc Capital Markets, Inc.
- (4) Stifel, Nicolaus & Company, Inc.
- (5) Piper Sandler & Co.

A cost analysis has been performed and the Procurement Department has determined the proposed rate is fair and reasonable to the Authority.

- 4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: All Affirmative Action requirements have been met. A 0% DBE goal was established for this procurement due to the lack of certified DBE firms.

Staff Summary & Comments
Underwriting Services
Page 2

- 5.0 POLICY IMPACT: The financing complies with the debt policies adopted by the Board of Trustees.
- 6.0 ECONOMIC IMPACT: This procurement will be funded from the proceeds of the bonds.
- 7.0 ALTERNATIVES: Reject all proposals. Rejection of all offers would delay the bond issuances that may result in the Authority not having sufficient funding for its planned capital projects.
- 8.0 RECOMMENDATION: This procurement was reviewed by the Board of Trustees Organizational, Services & Performance Monitoring Committee at its July 14, 2020 meeting and recommended for approval by the Board of Trustees. It is recommended that the proposed rate of the underwriting syndicate is accepted and the resolution passed authorizing the General Manager, Chief Executive Officer to enter into contracts with each of the underwriting syndicate members.
- 9.0 ATTACHMENTS: None.

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



General Manager, Chief Executive Officer

RESOLUTION NO. 2020-55

AUTHORIZING THE GENERAL MANAGER, CHIEF EXECUTIVE OFFICER TO APPOINT AN UNDERWRITING SYNDICATE AND TO EXECUTE CONTRACTS WITH MEMBERS OF THE SYNDICATE AT A RATE NOT TO EXCEED \$3.25 PER \$1,000.00 OF DEBT ISSUANCE FOR A PERIOD OF FIVE YEARS. (PAYABLE FROM THE PROCEEDS OF THE DEBT ISSUE)

WHEREAS, the Authority has identified a need to issue debt to support the capital improvement plan; and

WHEREAS, the General Manager, Chief Executive Officer deems that it is in the best interest of the Authority to secure underwriting services to sell debt; and

WHEREAS, it is in the best interest of the Authority to utilize an underwriting syndicate to ensure that the Authority's debt issue is marketed to the largest pool of potential buyers; and

WHEREAS, based on their proposals, the underwriting syndicate will be composed of the following: Huntington Securities, Inc. located at 200 Public Square, Cleveland Ohio 44114, Fifth Third Securities, Inc. located at 600 Superior Ave East, Cleveland Ohio 44114, Stifel, Nicolaus & Company, Inc. located at 200 Public Square, Cleveland Ohio 44114, KeyBanc Capital Markets, Inc. located at 127 Public Square, Cleveland Ohio 44114, and Piper Sandler & Co. located at 444 W. Lake Street, Chicago, IL 60606 to provide underwriting services for a period of five years; and

WHEREAS, after negotiations, a rate not to exceed \$3.25 per \$1,000.00 of debt issuance was agreed upon for these underwriting services; and

WHEREAS, the General Manager, Chief Executive Officer deems the proposed rate, as negotiated, to be advantageous to the Authority, cost and all other factors considered, and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the proposed rate, as negotiated, is hereby accepted as advantageous to the Authority.

Section 2. That the General Manager, Chief Executive Officer of the Authority is hereby authorized to enter into contracts with Huntington Securities, Inc., Fifth Third Securities, Inc., Stifel, Nicolaus & Company, Inc., KeyBanc Capital Markets, Inc. and Piper Sandler & Co. to provide underwriting services for debt issuances, short-term borrowings, and possible refundings for a period of five years.

Section 3. That said contracted rate should be in an amount not to exceed \$3.25 per \$1,000.00 of debt issuance payable out of the proceeds of the bonds.

Section 4. That said contracts shall be binding upon and an obligation of the Authority contingent upon appropriation of funds for future years; compliance by the contractors to the Specifications and Addenda thereto, if any, the Affirmative Action Plan adopted by the Board of Trustees; bonding and insurance requirements and all applicable laws relating to contractual obligations of the Authority.

Section 5. That the Greater Cleveland Regional Transit Authority's Board of Trustees expects that the members of the underwriting syndicate will attempt to exceed the 0% minimum DBE goal assigned to this procurement.

Section 6. That this resolution shall become effective immediately upon its adoption.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer



Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION: ADOPTING GCRTA TAX BUDGET FOR THE 2021 FISCAL YEAR	Resolution No.: 2020-56
	Date: July 23, 2020
	Initiator: Office of Management & Budget
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 PURPOSE/SCOPE: This action will allow the Authority to adopt the Tax Budget of the GCRTA for the fiscal year beginning January 1, 2021 and submit the same to the Cuyahoga County Fiscal Officer.
- 2.0 DESCRIPTION/JUSTIFICATION: This action is taken as a matter of recommended policy for reasons cited below in part 8.0.
- 3.0 PROCUREMENT BACKGROUND: Does not apply.
- 4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: Does not apply.
- 5.0 POLICY IMPACT: The preparation of a Tax Budget is done as a measure of sound fiscal policy. To not adopt the Tax Budget would demonstrate a lower level of financial responsibility.
- 6.0 ECONOMIC IMPACT: This establishes the estimates of revenues for the year and defines in very broad terms the limits of expenditures anticipated. The 2021 Tax Budget is presented with a beginning balance estimated at \$122.9 million and \$232.1 million in revenues, the largest source from the Sales & Use Tax estimated at \$193.2 million. Total resources are budgeted at \$355.0 million. Operating expenditures are budgeted at \$255.7 million and transfers to other funds equal \$29.7 million for total expenditures of \$285.4 million. The ending balance for the 2021 Tax Budget is budgeted at \$69.6 million, which represents a 3.3-month operating reserve.
- 7.0 ALTERNATIVES: Do not adopt and risk upholding the Authority's responsibility in demonstrating fiscal prudence.
- 8.0 RECOMMENDATION: This budget was reviewed by the Operational Planning & Infrastructure Committee on July 14, 2020. It is recommended that the 2021 Tax Budget be adopted and filed for several reasons. The budget demonstrates timely budgeting and appropriation procedures. It is an element of financial prudence that may bolster the Authority's credit rating. It also fosters communication and is a needed step of development in the 2021 appropriations budget.
- 9.0 ATTACHMENTS: None.

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


General Manager, Chief Executive Officer

RESOLUTION NO. 2020-56

ADOPTING THE TAX BUDGET OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2021 AND SUBMITTING THE SAME TO THE CUYAHOGA COUNTY FISCAL OFFICER

WHEREAS, a Tax Budget for the Greater Cleveland Regional Transit Authority ("Authority") for the fiscal year beginning January 1, 2021, has been prepared for the purpose of providing an estimate of revenues to be received for such fiscal year, including all taxes, user fees, and other types of revenues, as well as estimates of all expenditures and outlays for such fiscal year to be paid or met from the said revenue, all in conformance with sound financial practices; and

WHEREAS, said Tax Budget has been made conveniently available for public inspection by having at least two (2) copies thereof on file in the Authority's Office of Management and Budget, posted on the Authority's website and posted on the Authority's Twitter and Facebook pages; and

WHEREAS, the Board of Trustees held a public hearing on July 14, 2020 on said budget, of which public notice was given by publication in the Plain Dealer on June 19, 2020, June 23, 2020, and July 1, 2020 and in Call and Post on June 17, 2020, June 24, 2020, and July 1, 2020.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the Tax Budget of the Greater Cleveland Regional Transit Authority for the fiscal year beginning January 1, 2021, heretofore prepared and submitted to this Board of Trustees, copies of which are on file in the Office of Management and Budget, with any revisions to said tentative budget incorporated therein, is hereby adopted as the official Tax Budget of said Authority for the fiscal year beginning January 1, 2021.

Section 2. That the Director of the Office of Management and Budget is hereby authorized and directed to transmit to the Cuyahoga County Fiscal Officer a certified copy of said budget and a copy of this resolution.

Section 3. That this resolution shall become effective immediately upon its adoption.

Attachments: 2021 Tax Budget Transmittal Letter and Fund Statements.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer

Greater Cleveland Regional Transit Authority

GENERAL MANAGER / CEO 2021 PROPOSED TAX BUDGET



2021 TAX BUDGET

To: Hon. Dennis M. Clough, President,
and Members of the Board of Trustees

Date: July 14, 2020

From: India L. Birdsong
General Manager, Chief Executive Officer

Subject: 2021 Tax Budget Transmittal Letter

EXECUTIVE SUMMARY

The 2021 Tax Budget is an initial analysis of the financial trends, specifically for revenues, with forecasts on expenditures and service levels of the Authority. It is a forward-looking document toward estimated revenues for the next fiscal year. It is a valuable tool in the budget development process.

In January 2020, the World Health Organization (WHO) first declared coronavirus ("COVID-19") a world health emergency. Since then, the emergency has evolved into a global public health and economic crisis that has affected the economy nationally and globally. Policymakers and Economist are hopeful of an economic recovery in the third quarter of 2020, assuming there is not a second wave of infections. Forecast has shown that the pandemic has negatively affected the economic growth and may take several years to recover.

To mitigate the effects of the COVID pandemic, GCRTA received financial assistance under the CARES (Coronavirus Aid, Relief, and Economic Security) Act signed into legislation on March 27, 2020. The CARES Act provided \$2 trillion in aid to individuals, businesses, and hospitals in response to the economic distress caused by the coronavirus pandemic, of which \$25 billion was for transit agencies, the authority has been awarded \$111.9 million of the funds to help supplement the decline in passenger fare revenues and sales tax receipts. This funding is to help the Authority through 2022.

Passengers Fares are projected to decrease 45.0% in 2020 and increase 29.4% in FY 2021 as ridership slowly rebounds. Sales & Use Tax receipts are the largest source of revenue for the authority. Projections for sales tax receipts are estimated to decrease by 9.5% in 2020 and increase slightly, 0.58%, in FY 2021.

Now that the stay at home order has been lifted, allowing businesses to re-open, historical spending patterns are anticipated to increase as the U.S. Congress approve stimulus packages, eliminate borrowing caps and lower interest rates. These factors may change over time; however, the Authority will continue to assess external holds impacting operational needs as it relate to customers and employees.

The 2021 Tax Budget shows a positive year-end balance for 2020 due to the proactive steps taken to re-align service levels due to decline in ridership impacted by the pandemic, and financial aid received under the CARES.

General Fund Assumptions

Inflation

Assumption:

2.0%

Rationale:

The Federal Open Market Committee (FOMC) reaffirmed its judgment to establish the inflation rate at 2%. This rate is consistent with the Federal Reserve statutory mandate and will help stabilize price, interest rates, and promote employment during economic uncertainty. The modest 2% is measured by annual change in the price index for personal consumption expenditure (PCE). FOMC will continue to assess growth output and make revisions as needed.

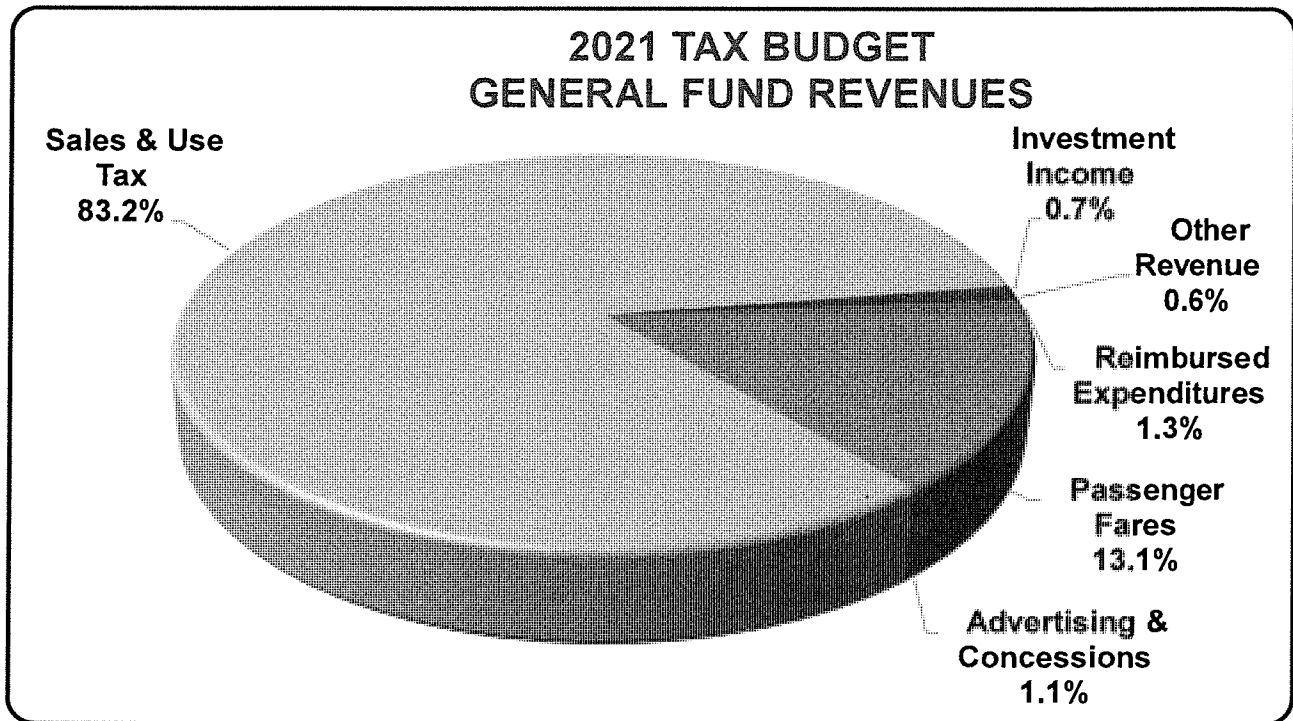
Interest Rates

Assumption:

1.5% to 1.75%

Rationale:

FOMC lowered the interest rate over the second half of 2019 due to global developments, bringing the current interest rate range of 1.5% to 1.75%. The Committee decision is based on the 2% inflation rate in hopes of economic expansion and a stronger labor market. The Committee plan to keep the rate under 2% for the long term and continue to monitor the economy as market conditions improve. As of April, the Authority has received an average yield of 1.6% on all Funds in 2020.



REVENUES

Passenger Fares

Assumption:

\$30.5M

Rationale:

Actual Passenger Fare revenue received through May 2020 totaled \$12.0 million. This amount is 23.8% below 2019 actual receipts for the same period. Passenger Fares for 2020 are estimated at \$23.5 million, a 45.0% decline from 2019 actual revenues, due to continued decrease in ridership from the COVID-19 pandemic. Total passenger fares for 2021 are estimated at \$30.5 million, an increase of 29.4%. The passenger and paratransit fare increases that were scheduled for 2018 has been postponed until further notice as we continue to review results of the fare equity study and assess our short- and long-term strategy. Our assumptions are based on no changes to the fares.

Advertising & Concessions

Assumptions:

Advertising Contract and Concessions

\$1.9M

Naming Rights: HealthLine, CSU Line, and MetroHealth Line

\$572K

Total

\$2.5 M

Rationale:

Advertising and Concessions revenue is composed of two subcategories. The first subcategory is comprised of the current advertising contract, concessions, and the new contract for advertising on the bus shelters. The second category is the Naming Rights. This includes Cleveland Clinic Foundation and University Hospitals for the HealthLine and area shelters, Cleveland State University for the CSU Line, Medical Mutual for the MetroHealth Line, Tri-C District for E. 34th Rapid Station, Huntington Bank for HealthLine shelters, and Bryant & Stratton College for HealthLine shelters. The Advertising & Concessions category is projected to total \$2.5 million in 2021 and is projected to remain steady each year thereafter 2022 through 2025 base on contract guarantees.

Sales & Use Tax Revenue

Assumptions:

Sales & Use Tax

\$193.2M

Rationale:

Sales Tax for 2020 is estimated to decrease 9.5% compared to prior year actual. The Authority receives 1.0% of Sales and Use Tax Revenue collected in Cuyahoga County. The estimate for the 2021 Tax Budget is based on current revenue receipts through May, anticipated consumer spending and unemployment rate normalize at 4%. Sales tax receipts are projected to increase 0.6% in 2021 and increase by another 4.7% in 2022 as the economy slowly rebounds. These estimates are conservatively established due to economic complexity and uncertainties of another pandemic wave.

Investment Income

Assumption:

Rationale:

\$1.7M

The estimate for Investment Income for 2021 is \$1.7 million. The Federal Reserve Bank anticipates interest rates to be maintained around 2% and does not expect interest rates to increase. The estimated income is based on an average income earned over the prior three years. The Investment Income has increased and expected to slightly decrease in FY 2021 based on the current investment levels and available ending balances. Through April 2020, the Authority has received an average yield of 1.63% on all investments.

Other Revenue

Assumptions:

Rationale:

\$1.3M

This revenue category includes various miscellaneous receipts from contractors, hospitalization, claim reimbursements, rent, salvage sales, and identification cards. The amount received may fluctuate annually. For 2021 Tax Budget, receipts for Other Revenue are budgeted at \$1.3 million.

Reimbursed Expenditures

Assumptions:

Preventive Maintenance Activities

Fuel Tax Reimbursement

Reimbursed Labor

Other Reimbursements

Total

\$0.0M

\$0.5M

\$2.0M

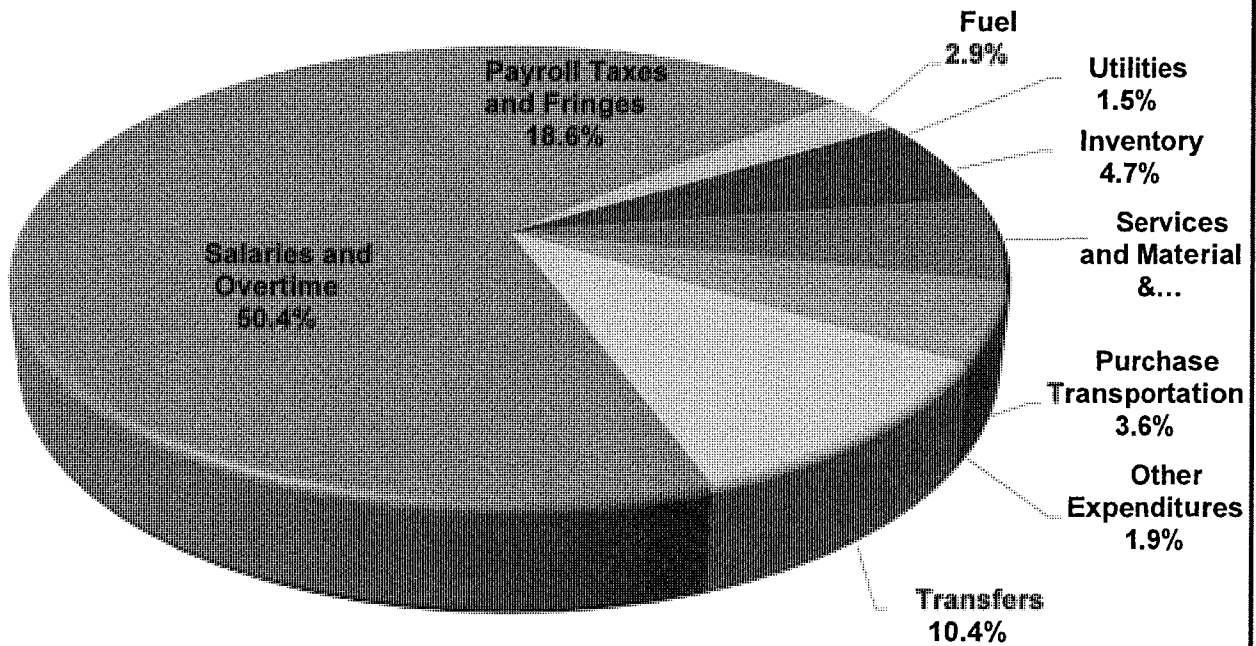
\$0.4M

\$2.9M

Rationale:

This category is composed of reimbursement of labor costs for capital projects, preventive maintenance activities within the Operating Budget, and diesel fuel tax refunds. For the 2021 Tax Budget, revenues from Reimbursed Expenditures are budgeted at \$2.9 million. This is a reduction compared to prior year operating reimbursements. For FY 2021- FY 2022 the authority will retain \$20 million of preventive maintenance funds for other capital projects. Other reimbursements include fuel tax reimbursements, reimbursed labor, and other reimbursements, which are projected at \$0.5 million, \$2.0 million, and \$0.4 million, respectively.

2021 TAX BUDGET GENERAL FUND EXPENDITURES



EXPENDITURES

Salaries and Overtime

Assumption:

\$143.9M

Rationale:

Total salaries and overtime for the 2021 Tax Budget are estimated at \$143.9 million and account for 50.4% of RTA's General Fund expenses. Total wages for 2021, including payroll taxes and fringes are estimated to increase by 3.9%, which includes union and non-union increases.

Payroll Taxes and Fringes

Assumption:

\$53.0M

Rationale:

Payroll Taxes and Fringe Benefits are budgeted at \$53.0 million for the 2021 Tax Budget and account for about 18.6% of General Fund expenses. The main expenses include payroll taxes, health care, prescription, vision, dental, uniform allowances, Medicare and PERS (pension) expenses.

Fuel

Assumptions:

Diesel Fuel

\$2.9M

Gasoline

\$0.5M

Propane

\$0.1M

Propulsion Power

\$2.6M

Compressed Natural Gas

\$1.6M

Diesel Fuel Tax

\$0.5M

Total

\$8.2M

Rationale:

The Energy Price Risk Management Program has helped to stabilize one of GCRTA's most volatile expenses, diesel fuel. The Authority's diesel fuel usage has decreased over the years due to implementing more CNG buses

into service and retiring older diesel vehicles. Between 2015 and 2019, RTA placed 139 new CNG buses into operation. For 2021, 25 new CNG buses are planned to be placed in operation and diesel fuel usage will once again decrease as these newer buses are introduced. For the 2021 Tax Budget, the total Fuel cost is estimated at \$8.2 million.

Other Expenditures

Assumptions:

<i>Utilities</i>	<i>\$4.2M</i>
<i>Inventory</i>	<i>\$13.5M</i>
<i>Services & Materials</i>	<i>\$17.1M</i>
<i>Purchased Transportation/ADA</i>	<i>\$10.3M</i>
<i>Other Expenditures</i>	<i>\$5.5M</i>
<i>Total</i>	<i>\$50.6M</i>

Rationale:

The Utilities category includes natural gas (facility heating), water/sewer, electricity, and telephone expenses. This category is budgeted at \$4.2 million for the 2021 Tax Budget, 1.5% of all General Fund expenditures. Electricity and natural gas usage continue to be closely managed. RTA has reduced electricity costs by nearly \$21.5 million over the last eight years. In December 2017, a new contract for electricity was negotiated, which fixed costs through mid-2021 at favorable prices for the Authority. Natural gas commodity costs are locked in through mid-2022.

Inventory is budgeted at \$13.5 million, or 4.7% of General Fund expenditures. The Supply Chain Management section of Fleet Management District has helped the Authority to maintain predictive maintenance repairs on the Authority's newer fleets and carry out major purchases for supplies and equipment during the pandemic. The predictive maintenance program was started in 2015 and parts are replaced based on a proactive maintenance program.

The main drivers of the Services and Materials category are service and maintenance contracts, advertising costs, equipment, and other miscellaneous supplies. This category is budgeted at \$17.1 million for the 2021 Tax Budget, 6.0% of all General Fund expenditures. The out years are planned to increase slightly each year.

Purchased Transportation/ADA is budgeted at \$10.3 million for the 2021 Tax Budget. The Authority entered into 3 new contracts, starting in June 2019 with Provide-A-Ride, Senior Transportation Connection, and GC Logistics. Other Expenditures include travel and meeting expenses, claims, and other miscellaneous expenses. For the 2021 Tax Budget, \$5.5 million is budgeted for this category.

Transfers

Assumption:

<i>Bond Retirement</i>	<i>\$13.8M</i>
<i>Capital Improvements</i>	<i>\$7.9M</i>
<i>Insurance Fund</i>	<i>\$2.0M</i>
<i>Reserve Fund</i>	<i>\$5.9M</i>
<i>Pension Fund</i>	<i>\$45K</i>
<i>Total</i>	<i>\$29.6M</i>

Rationale:

Transfers shown for the Bond Retirement are for the debt service less the investment income earned in the Bond Retirement Fund. There is a \$6 million bond premium resulting from FY 2019 \$30 million issuance, these funds will be used toward paying the principal and interest payments from 2019 through part of 2022. The \$13.8 million transfer to the Bond Retirement Fund for 2021 is needed to pay the principal and interest on all debt for 2021, as well as maintain the recommended ending balance.

The transfer to the Capital Improvement Fund covers 100 percent locally funded capital projects in the RTA Capital Fund, as well as required local matches for most grant-funded projects in the RTA Development Fund. The total contribution to capital (transfer to the Capital Improvement Funds and Bond Retirement Fund), at 11.3%, is slightly

greater than the recommended Board policy of a minimum of 10% of Sales & Use Tax revenue and continues to reflect the significant financial requirements of the Authority's capital program.

The \$2.0 million transfer to the Insurance Fund is required to maintain the Fund Balance at the current \$5 million level and to cover expected expenses for the 2021 Fiscal Year. A transfer of \$5.8 million to the Reserve Fund will cover a \$5 million transfer for rail vehicles and \$0.8 million, which covers 1/12 of 27th pay expenses. Lastly, the \$45,000 transfer to the Supplemental Pension Fund is needed to maintain the recommended balance.

FINANCIAL INDICATORS

The General Fund statement presented in this Tax Budget results in the following performance against the Authority's financial policy goals.

OPERATING EFFICIENCY

Operating Ratio: The Board policy requires a 25.0% ratio in operating revenues compared to total operating expenditures. This ratio shows the efficiency of management by comparing operating expenses to operating revenues. The 2021 Tax Budget yields a 13.6% ratio, which is below the policy objective. The Operating Ratio for 2020 is estimated at 11.5%. These ratios will not be met due to the decline in ridership from the COVID-19 pandemic.

Operating Reserve: The Operating Reserve is targeted for a period of 30 days, or 1 month, meaning the available cash equivalent to one month's operating expenses to cover any unforeseen or extraordinary fluctuations. At a budgeted ending balance of \$69.6 million, the Operating Reserve for the 2021 Tax Budget is budgeted at 3.3-months. The Operating Reserves planned for 2022 is estimated at 1.1-month. The assistance from the CARES Act has helped the Authority to adjust to the new ridership and service levels due to the COVID-19 pandemic.

Growth per Year: This policy requires that growth in the cost per hour of service from year to year be kept at or below the rate of inflation. The cost per hour of service is a measure of service efficiency dividing total operating expenses by total service hours. The Growth per Year is the cost of delivering a unit of service (cost per hour of service) compared to the prior year. The Federal Reserve estimates inflation to remain at a steady 2 percent. For FY 2020, the service levels decreased due to the COVID-19 pandemic and decrease of ridership. The estimated growth per year for FY2020 is \$145.5, or an increase of 11.2%, compared to 2019 actuals. The 2021 Tax Budget assumes an increase in service hours 0.9% growth rate. This indicator is \$146.9 per hour of service. The growth per year decrease is due to the slow increase in service hours, compared to 2020 estimates, as ridership is expected to slowly increase.

CAPITAL EFFICIENCY

Debt Service Coverage: The Debt Service Coverage is a ratio measuring the Authority's ability to meet annual interest and principal payments on outstanding debts. The 2021 Tax Budget estimates the debt service coverage at 5.37, higher than the Board policy minimum of 1.50. The debt service coverage is projected to be 3.10 in 2022.

Sales & Use Tax Contribution to Capital: Current Board policy requires that a minimum of 10.0% of Sales & Use Tax receipts be applied to the capital needs of the Authority. These funds are used to meet the Authority's annual debt service payments, to provide the local match for grant funded capital projects, and to fund Routine Capital and Asset Maintenance projects included within the RTA Capital Fund. At 11.3%, this indicator is expected to slightly exceed the minimum of 10%.

Capital Maintenance to Expansion: Several years ago, the Board recognized that our emphasis must be to maintain the Authority's existing capital assets and revised this objective to a policy guideline of 75% to 90% of the Authority's capital projects. At 100% for the 2021 Tax Budget and each of the out years, the Authority's emphasis continues to be the maintenance of existing assets as opposed to expansion projects. Given the financial constraints of recent years, this continues to remain the best course as the Authority continues its bus replacement program, equipment upgrades, rail vehicle replacements, and rail infrastructure improvements.

CAPITAL IMPROVEMENT FUNDS

The Authority's Capital Improvement Funds are used to account for the acquisition, construction, replacement, repair and rehabilitation of major capital facilities and equipment. The Capital Improvement Funds are composed of grant funded projects as well as 100% locally funded items. The funds needed to meet the grant requirements typically require a 20% local match. Financial resources are appropriated to sustain capital infrastructure needs through retention of investment earnings, contributions from Sales and Use Tax proceeds, as well as issuance of debt.

Transportation is a capital-intensive business and the Authority's focus has been on addressing various State of Good Repair (SOGR) projects. Over the past few years, the Authority's priorities include replacement of rail vehicles and maintenance and repair of rail infrastructure, including tracks, bridges, signals, and substations. Additional funding has been transferred each year above the 10% contributions to capital policy goal in order to tackle some of these projects. A delicate balance exists in order to maintain the 1.0 month operating reserve.

Financial resources are allocated through a comprehensive capital review process which prioritizes funding of requested capital projects. It continues to maintain the focus of the Authority's long-term capital plan, as well as to reflect on existing and future financial and operational constraints facing the Authority.

The 2021 through 2025 estimated capital expenditures are predicated on year-to-date outlays, obligations and projected commitments, as well as, the approved five-year Capital Improvement Plan. Projected grant revenues include current, as well as, expected traditional and non-traditional grant awards and are based on a continuation of current FAST Act funding levels. Over the next ten years the Authority's capital program will continue to focus on various SOGR projects throughout the system. These include the on-going bus replacement program, rail car purchases (replacing 34 heavy rail and 24 light rail vehicles), rehabilitation of light rail track and rail infrastructure of signal and overhead catenary systems, and various facility improvement and upgrades,

BOND RETIREMENT FUND

The General Fund is the source of transfers necessary to make the principal and interest payments for the Authority's outstanding debt. Such transfers represent the debt service less the investment income earned in the Bond Retirement Fund. Total expenditures of \$16.6 million are expected in 2021. It is anticipated that a new debt sale of \$25 million will be issued in mid-2021 to support the capital program with a second debt issue of \$25 million planned for mid to late 2023. The Authority has its debt rated highly by the major rating agencies (AA+ from Standards & Poor and Aa1 from Moody's).

INSURANCE FUND

The Insurance Fund is structured to reflect a combination of self and purchased insurance coverages. Projected activities in 2021 include a combined \$2.7 million for premium outlays and payments for the settlement of claims. This will require a \$2.0 million transfer from the General Fund to maintain the current Fund balance recommended by the Authority's Risk Management Department.

SUPPLEMENTAL PENSION FUND

Authority employees who were employed by predecessor transit systems are covered by supplemental benefit payments. Activities expected within this fund in 2021 include \$14,000 of revenue from investment income, a \$45,000 transfer from the General Fund to maintain the Pension Fund at the recommended balance, and projected benefit payments of \$58,000. An actuarial study is performed every two years to assess the adequacy of these funds. The budget transfers maintain the fund balance at the levels recommended by the actuarial evaluation.

LAW ENFORCEMENT FUND

In 1988, RTA became involved with the Northern Ohio Law Enforcement Task Force (NOLETF), a multi-jurisdictional force (formerly known as the Caribbean/Gang Task Force). RTA's involvement was prompted by

increased gang activity found in and around the rail system and the need to obtain intelligence in this area. In addition to the benefits of intelligence gathering and improved inter-department relations, RTA derives revenue from seized and confiscated monies and/or properties of convicted drug dealers prosecuted by the Task Force.

Revenue obtained through the NOLETF may be expended for non-budgeted items for law enforcement purposes. Furthermore, certain guidelines have been instituted by the State Attorney General's Office for the reporting and disbursement of funds. At this point in time, expenditures are not being projected in 2021 through 2025 until additional needs arise requiring protective equipment and various supplies and materials to support law enforcement activities.

RESERVE FUND

In 2017, the Authority established the Reserve Fund to help protect the Authority from future economic downturns and cost increases. The Reserve Fund retains funding for five accounts: Compensated Absences, Fuel, Hospitalization, Rolling Stock, and budget years with 27 pay periods. A transfer of \$5.9 million is budgeted in the 2021 Tax Budget for replacement of rail vehicles and 27th pay period expenses.

In summary, three of the six financial goals meet the Board Policy Goals for the 2021 Tax Budget. The continued hard work put forth has helped to maintain a strong financial position for the Authority. The Authority's biggest challenge is keeping up with the aging infrastructure and SOGR needs, and Federal capital funding is crucial. The 5 Pillar studies will lead the way toward the Authority's next 10-year Strategic Plan (2021-2031) and lead the Authority into the future.

ATTACHMENT A General Fund Balance Analysis

	2019	2020	2020	2021	2022
	Actual	Budget	Estimate	Tax Budget	Plan
Beginning Balance	38,959,995	37,136,081	41,577,395	122,920,455	69,595,416
Revenue					
Passenger Fares	42,785,750	41,446,822	23,623,187	30,456,291	35,156,822
Advertising & Concessions	2,069,726	2,400,863	2,476,374	2,503,916	2,503,916
Sales & Use Tax	212,192,079	215,396,173	192,040,054	193,160,462	202,335,077
Investment Income	910,634	779,858	1,715,905	1,666,808	808,221
Other Revenue	2,747,874	2,100,000	1,327,591	1,348,918	1,348,918
CARES Act Assistance	0	0	111,977,170	0	0
Reimbursed Expenditures	25,289,403	21,520,000	24,520,485	2,935,471	2,935,471
Total Revenue	285,995,466	283,643,716	357,680,766	232,071,866	245,088,425
Total Resources	324,955,461	320,779,797	399,258,161	354,992,321	314,683,840
Operating Expenditures					
Salaries and Overtime	134,891,187	143,667,173	141,022,970	143,947,419	146,141,136
Payroll Taxes and Fringes	49,579,426	53,391,398	48,491,328	52,981,359	53,488,432
Fuel (Diesel, CNG, Prop. Pwr., Gas)	8,950,522	9,443,600	8,224,813	8,196,550	8,335,120
Utilities	5,155,284	5,655,857	4,153,315	4,220,857	4,182,657
Inventory	11,226,105	13,711,000	11,812,256	13,500,000	14,000,000
Services and Material & Supplies	18,522,788	19,430,753	17,294,320	17,148,345	17,201,578
Purchase Transportation	9,177,877	10,345,000	7,781,067	10,250,000	10,430,000
Other Expenditures	4,815,590	6,569,092	3,966,655	5,478,772	5,545,105
Total Operating Expenditures	242,318,780	262,213,873	242,746,724	255,723,303	259,324,028
Transfers to (from) Other Funds					
Transfer to (from) the Insurance Fund	2,700,000	2,000,000	2,000,000	2,000,000	2,600,000
Transfer to (from) the Pension Fund	50,000	50,000	50,000	45,000	40,000
Transfers to Reserve Fund	12,965,059	5,878,615	5,878,615	5,878,615	5,878,615
Transfers from the Reserve Fund		(1,450,000)	(1,450,000)		
Transfers to (from) Capital					
Bond Retirement Fund	13,339,003	13,714,842	13,714,842	13,835,408	13,820,910
Capital Improvement Fund	12,005,224	13,397,525	13,397,525	7,914,580	8,527,908
Total Transfers to (from) Capital	25,344,227	27,112,367	27,112,367	21,749,988	22,348,818
Total Transfers to (from) Other Funds	41,059,286	33,690,982	33,690,982	29,673,603	30,867,433
Total Expenditures	283,378,066	295,804,856	276,337,706	285,396,906	290,191,462
Available Ending Balance	41,577,395	24,974,941	122,920,455	69,595,415	24,492,377

ATTACHMENT B

2021 Tax Budget Financial Policy Goals							
	Goal	2019 Actual	2020 Budget	2020 Estimate	2021 Tax Budget	2022 Plan	
Operating Efficiency	Operating Ratio	≥ 25%	19.0%	17.1%	11.5%	13.6%	14.9%
	Cost per Service Hour		\$130.9	\$143.1	\$145.5	\$146.9	\$141.5
	Growth per Year	≤ Rate of Inflation	-7.1%	9.3%	11.2%	0.9%	-3.7%
	Operating Reserve (Months)	≥ 1 month	2.1	1.1	6.1	3.3	1.1
Capital Efficiency	Debt Service Coverage	≥ 1.5	4.50	2.65	8.68	5.37	3.10
	Sales Tax Contribution to Capital	≥ 10%	11.9%	12.6%	14.1%	11.3%	11.0%
	Capital Maintenance to Expansion	75%-90%	100.0%	100.0%	100.0%	100.0%	100.0%

ATTACHMENT C

Capital Improvement Fund Balance Analysis

	2019 Actual	2020 Budget	2020 Estimate	2021 Tax Budget	2022 Plan
Beginning Balance	21,313,973	39,574,031	44,377,784	22,061,410	29,460,067
Revenue					
Transfer from General Fund	12,005,224	13,397,525	13,397,525	7,914,580	8,527,908
Transfer from Reserve Fund	0	0	0	2,400,000	5,200,000
Investment Income	979,003	565,000	565,000	765,000	565,000
Federal Capital Grants	33,292,740	63,887,602	175,571,934	67,750,869	65,973,700
State Capital Grants	1,384,658	1,384,658	1,384,658	1,384,658	1,384,658
Debt Service Proceeds	30,000,000	0	0	25,000,000	0
Other Revenue	0	0	0	0	0
Total Revenue	77,661,625	79,234,785	190,919,117	105,215,107	81,651,266
Total Resources	98,975,597	118,808,816	235,296,901	127,276,518	111,111,333
Expenditures					
Capital Outlay	54,597,813	101,258,321	213,235,491	97,816,451	95,223,909
Other Expenditures	0	0	0	0	0
Total Expenditures	54,597,813	101,258,321	213,235,491	97,816,451	95,223,909
Available Ending Balance	44,377,784	17,550,495	22,061,410	29,460,067	15,887,424

ATTACHMENT D
Bond Retirement Fund Balance Analysis

	2019 Actual	2020 Budget	2020 Estimate	2021 Tax Budget	2022 Plan
Beginning Balance	2,739,205	7,046,617	7,145,347	4,735,979	2,080,887
Revenue					
Transfer from General Fund	13,339,003	13,714,842	13,714,842	13,835,408	13,820,910
Investment Income	228,730	135,000	135,000	135,000	135,000
Other Revenue	5,916,999	0	0	0	0
Total Revenue	19,484,732	13,849,842	13,849,842	13,970,408	13,955,910
Reconciling Journal Entry	0	0	0	0	0
Total Resources	22,223,937	20,896,459	20,995,189	18,706,387	16,036,797
Expenditures					
Debt Service					
Principal	9,650,000	10,560,000	10,560,000	11,345,000	9,535,000
Interest	5,427,090	5,697,710	5,697,710	5,279,000	4,711,950
Other Expenditures	1,500	1,500	1,500	1,500	1,500
Total Expenditures	15,078,590	16,259,210	16,259,210	16,625,500	14,248,450
Ending Balance	7,145,347	4,637,249	4,735,979	2,080,887	1,788,347

ATTACHMENT E
Insurance Fund Balance Analysis

	2019 Actual	2020 Budget	2020 Estimate	2021 Tax Budget	2022 Plan
Beginning Balance	12,640,748	7,316,748	7,808,801	6,948,351	6,264,351
Revenue					
Investment Income	168,435	35,000	35,000	35,000	35,000
Transfer from General Fund	2,700,000	2,000,000	2,000,000	2,000,000	2,600,000
Total Revenue	2,868,435	2,035,000	2,035,000	2,035,000	2,635,000
Total Resources	15,509,183	9,351,748	9,843,801	8,983,351	8,899,351
Expenditures					
Claims and Premium Outlay	7,700,382	2,895,450	2,895,450	2,719,000	2,706,000
Other Expenditures	0	0	0	0	0
Total Expenditures	7,700,382	2,895,450	2,895,450	2,719,000	2,706,000
Ending Balance	7,808,801	6,456,298	6,948,351	6,264,351	6,193,351

ATTACHMENT F
Supplemental Pension Fund Balance Analysis

	2019 Actual	2020 Budget	2020 Estimate	2021 Tax Budget	2022 Plan
Beginning Balance	1,352,482	1,366,482	1,376,779	1,380,779	1,381,779
Revenue					
Investment Income	22,825	14,000	14,000	14,000	14,000
Transfer from General Fund	50,000	50,000	50,000	45,000	40,000
Total Revenue	72,825	64,000	64,000	59,000	54,000
Total Resources	1,425,307	1,420,482	1,440,779	1,439,779	1,435,779
Expenditures					
Benefit Payments	48,528	60,000	60,000	58,000	58,000
Transfer to the General Fund	0	0	0	0	0
Other Expenditures	0	0	0	0	0
Total Expenditures	48,528	60,000	60,000	58,000	58,000
Reconciling Journal Entry	0	0	0	0	0
Ending Balance	1,376,779	1,360,482	1,380,779	1,381,779	1,377,779

ATTACHMENT G
Law Enforcement Fund Balance Analysis

	2019 Actual	2020 Budget	2020 Estimate	2021 Tax Budget	2022 Plan
Beginning Balance	34,063	55,863	65,164	87,164	89,164
Revenue					
Law Enforcement Revenue	42,978	20,000	20,000	20,000	20,000
Law Enforcement Training Revenue	0	0	0	0	0
Investment Income	1,098	2,000	2,000	2,000	2,000
Other Revenue	0	0	0	0	0
Total Revenue	44,076	22,000	22,000	22,000	22,000
Total Resources	78,139	77,863	87,164	109,164	111,164
Expenditures					
Capital & Related Items	12,975	0	0	20,000	0
Training	0	0	0	0	0
Total Expenditures	12,975	0	0	20,000	0
Reconciling Journal Entry	0	0	0	0	0
Ending Balance	65,164	77,863	87,164	89,164	111,164

ATTACHMENT H
Reserve Fund Balance Analysis

	2019 Actual	2020 Budget	2020 Estimate	2021 Tax Budget	2022 Plan
Beginning Balance	27,677,990	41,093,049	41,473,850	46,377,465	50,481,080
Revenue					
Investment Income	830,801	475,000	475,000	625,000	750,000
Transfer from GF for Compensated Absences	690,000	0	0	0	0
Transfer from GF for Fuel	0	0	0	0	0
Transfer from GF for Hospitalization	0	0	0	0	0
Transfer from GF for Rolling Stock Reserve	11,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Transfer from GF for 27th Pay	1,275,059	878,615	878,615	878,615	878,615
Other Revenue	0	0	0	0	0
Total Revenue	13,795,860	6,353,615	6,353,615	6,503,615	6,628,615
Total Resources	41,473,850	47,446,664	47,827,465	52,881,080	57,109,695
Expenditures					
Transfer to General Fund (Compensated Absences)	0	0	0	0	0
Transfer to General Fund (Fuel)	0	0	0	0	0
Transfer to General Fund (Hospitalization)	0	0	0	0	0
Transfer to RTA Development Fund (Rolling Stock)	0	0	0	2,400,000	5,200,000
Transfer to General Fund (27th Pay - 2024)	0	1,450,000	1,450,000	0	0
Total Expenditures	0	1,450,000	1,450,000	2,400,000	5,200,000
Ending Balance	41,473,850	45,996,664	46,377,465	50,481,080	51,909,695
Rolling Balances					
Compensated Absences	3,663,991	3,666,160	3,705,955	3,755,898	3,811,699
Fuel	2,585,623	2,580,575	2,615,236	2,650,480	2,689,859
Hospitalization	2,647,055	2,641,886	2,677,372	2,713,453	2,753,767
Rolling Stock	29,111,880	34,203,665	34,445,298	37,509,496	37,866,776
27th Pay: Salary: 2020 / Hourly 2025	3,465,301	2,904,378	2,933,604	3,851,753	4,787,594
Total	41,473,850	45,996,664	46,377,465	50,481,080	51,909,695

ATTACHMENT I
All Funds Balance Analysis

	2019 Actual	2020 Budget	2020 Estimate	2021 Tax Budget	2022 Plan
Beginning Balance	104,718,456	133,578,871	143,825,121	204,511,604	159,352,744
Revenue					
Passenger Fares	42,785,750	41,446,822	23,623,187	30,456,291	35,156,822
Sales & Use Tax	212,192,079	215,396,173	192,040,054	193,160,462	202,335,077
Federal	33,292,740	63,887,602	175,571,934	67,750,869	65,973,700
State	1,384,658	1,384,658	1,384,658	1,384,658	1,384,658
Investment Income	3,141,526	2,005,858	2,941,905	3,242,808	2,309,221
Other Revenue	36,066,980	26,040,863	140,321,620	6,808,305	6,808,305
Debt Service Proceeds	30,000,000	0	0	25,000,000	0
Total Revenue	358,863,733	350,161,976	535,883,358	327,803,393	313,967,783
Total Resources	463,582,189	483,740,847	679,708,478	532,314,997	473,320,526
Expenditures					
Personnel Services	184,470,614	197,058,571	189,514,297	196,928,779	199,629,568
Fuel (Diesel, CNG, Prop. Pwr., Gas)	8,950,522	9,443,600	8,224,813	8,196,550	8,335,120
Utilities	5,155,284	5,655,857	4,153,315	4,220,857	4,182,657
Inventory	11,226,105	13,711,000	11,812,256	13,500,000	14,000,000
Services & Materials	18,522,788	19,430,753	17,294,320	17,148,345	17,201,578
Purchased Transportation	9,177,877	10,345,000	7,781,067	10,250,000	10,430,000
Other Expenditures	12,578,975	9,526,042	6,923,605	8,277,272	8,310,605
Capital Outlay	54,597,813	101,258,321	213,235,491	97,816,451	95,223,909
Debt Service	15,077,090	16,257,710	16,257,710	16,624,000	14,246,950
Total Expenditures	319,757,068	382,686,854	475,196,875	372,962,254	371,560,387
Available Ending Balance	143,825,121	101,053,993	204,511,604	159,352,744	101,760,139



Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION: AUTHORIZING THE GENERAL MANAGER, CHIEF EXECUTIVE OFFICER TO ENTER INTO AN AGREEMENT WITH MEDINA COUNTY TO EXCHANGE OPERATING FUNDS FOR MEDINA COUNTY'S GRANT FUNDS AND TO PROVIDE FOR MEDINA COUNTY TO FUND A PORTION OF THE COST OF THE AUTHORITY'S 251 FLYER ROUTE	Resolution No.: 2020-57
	Date: July 23, 2020
	Initiator: Finance and Administration
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will authorize an agreement between Medina County and GCRTA to exchange capital funds allocated to Medina County Public Transit ("MCPT") under Sections 5307 of Title 49 of the United States Code for operating funds. The agreement will also provide for Medina to fund a portion of the cost of the Authority's 251 Flyer Route.
- 2.0 **DESCRIPTION/JUSTIFICATION:** This resolution will authorize the General Manager, Chief Executive Officer to enter into an agreement with Medina County to exchange a portion of MCPT's Section 5307 capital funds for local dollars. These are funds allocated by the Federal Transit Administration ("FTA") to MCPT in 2019 and 2020 totaling \$640,660.00. MCPT has requested this exchange because its need for operating funds outweighs its need for capital funds. The agreement also states that \$13,500 will be deducted from the transfer to MCPT to pay for a portion of the cost of the 251 Flyer route.
- 3.0 **PROCUREMENT BACKGROUND:** Does not apply.
- 4.0 **DBE/AFFIRMATIVE ACTION BACKGROUND:** Does not apply.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** The economic impact on GCRTA will be an increase of \$640,660 in federal funds to the RTA Development Fund and a \$627,160, decrease in the RTA Operating Fund, Department 43 Pass Thru Account.
- 7.0 **ALTERNATIVES:** The GCRTA could reject MCPT's request and risk losing the use of these funds in the Cleveland Urbanized Area due to MCPT's inability to use these funds for capital expenditures.
- 8.0 **RECOMMENDATION:** It is recommended that this resolution be adopted to ensure that the Cleveland Urbanized Area does not forfeit these funds.
- 9.0 **ATTACHMENT:** Draft agreement with Medina County.

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

Sheryl King Benford

 General Manager, Chief Executive Officer

DRAFT

AGREEMENT BETWEEN THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY AND BOARD OF MEDINA COUNTY COMMISSIONERS FOR EXCHANGE OF FUNDS

THIS AGREEMENT, entered into as of this ____ day of _____, 2020 by and between the Greater Cleveland Regional Transit Authority (hereinafter the "Authority" or "GCRTA"), having an office located at 1240 West 6th Street, Cleveland, Ohio 44113 and the Board of Medina County Commissioners, (hereinafter "Grantee") whose business address is 144 N. Broadway St., Medina, Ohio 44256 (collectively, the "Parties").

WITNESSETH: THAT

WHEREAS, the Federal Transit Administration ("FTA") apportions funds each year to the urban transit systems in Ohio under Section 5307 of Title 49 of the United States Code ("Section 5307"), based on their transit data; and

WHEREAS, transit systems have three years to obligate their apportioned funds or the funds will lapse and return to FTA; and

WHEREAS, Medina County Public Transit ("MCPT") is an urban public transit system operated by Grantee; and

WHEREAS, FTA awarded Section 5307 funds for FFY 2019 and FFY 2020 to MCPT but MCPT will not be able to utilize all of these funds; and

WHEREAS, MCPT has a need for operating funds and, as a large urbanized transit system under the Cleveland urbanized area, cannot use its federal funds for operating expenses; and

WHEREAS, GCRTA could arrange to exchange federal Section 5307 funds for local dollars; and

WHEREAS, GCRTA has agreed to accept Section 5307 funds from FTA on behalf of MCPT; and

WHEREAS, GCRTA provided transportation services known as the 251 flyer ("Transportation Services") during calendar year 2019 under an agreement with Grantee; and

WHEREAS, Grantee wishes to have GCRTA provide the Transportation Services for calendar year 2020; and

WHEREAS, GCRTA is willing to provide the Transportation Services during such time periods in 2020 when it is feasible to do so, including the time period from January 1, 2020 until March 24, 2020, when the Transportation Services were discontinued due to the

COVID 19 pandemic; and

WHEREAS, Grantee is willing to pay for a portion of the Transportation Services, with an appropriate adjustment for the time period when services have been discontinued due to the COVID 19 pandemic.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter set forth, this Agreement is made to set forth the terms and conditions upon which GCRTA will accept Section 5307 funds from FTA on behalf of Grantee and disburse local dollars ("Operating Funds") to Grantee and the terms and conditions under which Grantee will use the Operating Funds.

SECTION 1: Based upon mutual consent between the Grantee and GCRTA, GCRTA will apply for and accept One Hundred Forty-six Thousand Two Hundred Seventy-six Dollars (\$146,276.00) of 2019 Section 5307 funds and Four Hundred Ninety-four Thousand Three Hundred Eighty-four Dollars (\$494,384.00) of 2020 Section 5307 funds on behalf of Grantee. GCRTA agrees to administer the federal funds pursuant to and in accordance with the terms of the applicable FTA grant agreement and conditions and within its capital program.

SECTION 2: Upon receipt of the Section 5307 funds from FTA, GCRTA will transfer Six Hundred Twenty-seven Thousand One Hundred Sixty Dollars (\$627,160.00) in Operating Funds to Grantee, which is the Six Hundred Forty Thousand Six Hundred Sixty Dollars (\$640,660.00) requested less the amount of Thirteen Thousand Five Hundred Dollars (\$13,500.00) for a portion of the cost of providing Transportation Services during calendar year 2020.

SECTION 3: Grantee's portion of the cost of providing Transportation Services during calendar year 2020 will be pro-rated at a rate of Four Thousand Five Hundred Dollars (\$4,500.00) per month. At the conclusion of calendar year 2020, when the actual number of service days during 2020 is known, the Parties will calculate the amount of the adjustment for the time period when services were discontinued. An appropriate credit or deduction will be made in the 2021 agreement between the Parties for exchange of funds. If the Parties do not enter into such an agreement, the adjustment will be made in cash.

SECTION 4: The Grantee agrees to use the Operating Funds only for the purpose of public transportation.

SECTION 5: The Parties agree that this Agreement constitutes the entire agreement between the Parties hereto, that there are no agreements or understandings, implied or expressed, except as specifically set forth below, and that all prior agreements and understandings are merged into and contained in this Agreement.

SECTION 6: The Grantee shall be responsible for and hold GCRTA harmless from and against all findings for recovery issued by FTA or any other agency of competent jurisdiction, and any and all other claims, actions, judgments, costs, penalties, liabilities, damages, losses and expenses related to the application and/or disbursement of funds on behalf of Grantee under this Agreement or any misappropriation or use of the Operating Funds that is not in accordance with the terms of this agreement up to the total sum of funds transferred pursuant to this Agreement.

IN WITNESS WHEREOF, the Parties, hereto have caused this Agreement to be made,

effective as of the _____ day of _____, 2020, by their respective duly authorized officials.

Board of Medina County Commissioners

Colleen Swedyk
President of the Board

Greater Cleveland Regional Transit Authority

India L. Birdsong
General Manager, Chief Executive Officer

APPROVED AS TO LEGAL FORM AND
CORRECTNESS:

Sheryl King Benford, General Counsel
Deputy General Manager for Legal
Affairs

RESOLUTION NO. 2020-57

AUTHORIZING THE GENERAL MANAGER, CHIEF EXECUTIVE OFFICER TO ENTER INTO AN AGREEMENT WITH MEDINA COUNTY TO EXCHANGE OPERATING FUNDS FOR MEDINA COUNTY'S GRANT FUNDS AND TO PROVIDE FOR MEDINA COUNTY TO FUND A PORTION OF THE COST OF THE AUTHORITY'S 251 FLYER ROUTE

WHEREAS, the Federal Transit Administration ("FTA") apportions funds each year to the urban transit systems in Ohio under Section 5307 of Title 49 of the United States Code ("Section 5307 "), based on their transit data; and

WHEREAS, Medina County operates Medina County Public Transit ("MCPT"), an urban public transit system; and

WHEREAS, Medina County is in need of operating funds and as a large urbanized transit system under the Cleveland urbanized area, cannot use its federal funds for operating expenses; and

WHEREAS, Medina County has asked GCRTA to apply for and accept a portion of its share of federal Section 5307 capital funds and disburse operating funds to Medina County for fiscal years 2019 and 2020 and to consider continuing this practice into the future; and

WHEREAS, Medina County wishes to have GCRTA provide transportation services known as the 251 Flyer route during such time periods in 2020 when it is feasible to do so; and

WHEREAS, Medina County is willing to provide a portion of the cost of operating the Authority's 251 Flyer route; and

WHEREAS, the Authority is willing to enter into an agreement with Medina County that provides for the Authority to apply for and accept a portion of Medina County's share of federal Section 5307 capital funds and disburse operating funds to Medina County for fiscal year 2020 and for Medina County to provide a share of the funding for the Authority's 251 Flyer route for fiscal year 2020.

NOW, THEREFORE, BE IT RESOLVED by the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the General Manager, Chief Executive Officer is hereby authorized to execute an agreement with Medina County providing for (1) the Authority to apply for and accept a portion of Medina County's share of federal Section 5307 capital funds and disburse operating funds ("Local Funds") to Medina County for fiscal years 2019 and 2020; and (2) Medina County to provide a share of the funding for the Authority's 251 Flyer route for fiscal year 2020.

Section 2. That the General Manager, Chief Financial Officer is hereby authorized to apply for a portion of Medina County's share of federal Section 5307 capital funds, use the federal funds in its capital program and disburse an equal amount, less Medina County's share of the funding for the Authority's 251 Flyer route, in Local Funds to Medina County.

Section 3. That Medina County shall use the Local Funds only for the purpose of public transportation and shall be responsible for and hold the Greater Cleveland Regional Transit Authority harmless for any claims relating to the exchange of funds or misappropriation of the Local Funds.

Section 4. That this resolution is effective immediately upon its adoption.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer



Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION: CONTRACT: MEMORANDUM OF UNDERSTANDING WITH THE CENTERS FOR FAMILIES AND CHILDREN FOR IMPLEMENTATION OF THE CAREER NAVIGATION PROGRAM VENDOR: THE CENTERS FOR FAMILIES AND CHILDREN AMOUNT: N/A	Resolution No.: 2020-58
	Date: July 23, 2020
	Initiator: Programming and Planning
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Authority to enter into a Memorandum of Understanding ("MOU") with the Centers for Families and Children ("Centers") to implement the Career Navigation Program which is funded by the Fund for Economic Opportunities ("Fund") as part of the Paradox Prize Program.

- 2.0 **DESCRIPTION/JUSTIFICATION:** GCRTA and the Centers collaborated to develop a proposal for the Paradox Prize grant. GCRTA and the Centers crafted the Career Navigation Program that will provide transit passes and transit travel training for up to 100 of the Center's clients enrolled in job training programs. These clients will be supplied with fare media and travel training to assist them in getting to training and ultimately to work. The Centers will provide payment to GCRTA in an amount not to exceed \$30,000 for the purchase, at market rate, of fare media for program participants. GCRTA will also provide its expertise on logistical planning for the Centers' van fleet to best accommodate the needs of these clients. From this, GCRTA will gain valuable data on trip patterns and needs of this population which can aid in creating mobility systems to meet their needs that can be replicated throughout the system. This collaboration is an example of a partnership to aid in meeting the needs of entry level workers accessing jobs. The Fund awarded \$100,000 toward this highly competitive program.

- 3.0 **PROCUREMENT BACKGROUND:** N/A

- 4.0 **DBE/AFFIRMATIVE ACTION BACKGROUND:** N/A

- 5.0 **POLICY IMPACT:** Entering into this agreement is consistent with GCRTA's Strategic Plan and its interest in meeting the needs of workers accessing jobs.

- 6.0 **ECONOMIC IMPACT:** The additional funds will allow GCRTA to pilot a new mobility program that can be replicated throughout the system and gain valuable data and experience as this service model is developed.

- 7.0 **ALTERNATIVES:** Reject the MOU. Rejection of this MOU will prevent GCRTA and the Centers from implementing this program.

- 8.0 **RECOMMENDATION:** Staff recommends that the MOU with the Centers be approved by the Board of Trustees at its July 28, 2020 meeting.

9.0 ATTACHMENT: Attachment A - MOU with the Center for Families and Children.

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



General Manager, Chief Executive Officer

MEMORANDUM OF UNDERSTANDING
Between
The Centers for Families and Children (The Centers)
And
The Greater Cleveland Regional Transit Authority (GCRTA)

The Centers received a grant in the amount of \$100,000 from The Fund for our Economic Future from their Paradox Prize Fund. This funding is to be used for costs related to the Career Navigation Program described in the attached proposal documents. The Project is approved for a period of twelve months beginning July 1, 2020 and ending on June 30, 2021.

The Centers will serve as grants manager and fiscal agent, and The Centers will ensure the enrollment of all program participants, as required by the proposal documents. The Centers will provide payment to GCRTA in the amount not to exceed \$30,000 for the purchase, at market rate, of fare media for the participants of the Career Navigation program.

The responsibilities of The Centers under this agreement are as follows:

1. Tracking the sale of GCRTA fare media to the program participants.
2. Providing travel training to educate clients on how to navigate and ride GCRTA services.
3. Collecting and analyzing data from program recipients.
4. Completing a written report of findings.
5. Designating management staff to participate in monthly program meetings to discuss and facilitate the achievement of project goals including fare equity.

The responsibilities of GCRTA under this agreement are as follows:

1. Sell GCRTA fare media to the program participants at market rate.
2. Provide customized travel training to The Center's staff to educate clients and staff on how to navigate and ride GCRTA buses and/or train. This will consist of at least 2 training sessions and on-going coaching and assistance, as required.
3. Aid The Centers in route planning and logistics to maximize efficiency of its van fleet and SWAY vehicle for transportation needs of the study population.
4. Designate management staff to participate in monthly program meetings to discuss and facilitate the achievement of project goals, including fare equity.


GCRTA and The Centers mutually agree as follows:

1. All expenditures of Grant funds must be spent within the Project Period and for the Career Navigation Program purpose and for no other purpose.
2. A written report of findings will be completed by The Centers, no later than June 30, 2021.
3. The Centers will be included in all media and Paradox Prize funding discussions.
4. Payment will be made to GCRTA by The Centers within fourteen (14) calendar days of receipt of the invoice sent by GCRTA.

**GREATER CLEVELAND REGIONAL TRANSIT
AUTHORITY**

THE CENTERS

India Birdsong Date
General Manager, Chief Executive Officer

 6-23-20

Eric Morse Date
President and CEO

APPROVED AS TO LEGAL FORM AND CORRECTNESS:

BY: _____
Sheryl King Benford, General Counsel
Deputy General Manager for Legal Affairs

RESOLUTION NO. 2020-58

AUTHORIZING A MEMORANDUM OF UNDERSTANDING WITH THE
CENTERS FOR FAMILIES AND CHILDREN FOR IMPLEMENTATION OF THE
CAREER NAVIGATION PROGRAM

WHEREAS, GCRTA and The Centers for Families and Children (“Centers”) submitted a grant application to the Fund for Economic Opportunity (“Fund) Paradox Prize for the Career Navigation Program; and

WHEREAS, the Fund awarded the Career Navigation Program \$100,000 for the Career Navigation Program; and

WHEREAS, the implementation of the Career Navigation program with the Centers necessitates the execution of a Memorandum of Understanding between the parties; and

WHEREAS, the Career Navigation Program is an innovative approach to serving a targeted population that has historically had transportation issues in accessing places of employment; and

WHEREAS, GCRTA and the Centers desire to enter into a memorandum of understanding governing the use of the grant funding secured from the Paradox Prize to implement the Career Navigation Program.

WHEREAS, the Centers will provide payment to GCRTA in an amount not to exceed \$30,000 for the purchase, at market rate, of fare media for program participants.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the General Manager, Chief Executive Officer of the Greater Cleveland Regional Transit Authority be and is hereby authorized to enter into a Memorandum of Understanding (“MOU”) with The Centers for Families and Children (“Centers”) to implement the Career Navigation Program.

Section 2. That the fiscal agent of the grant will be The Centers for Families and Children, and GCRTA will invoice the Centers for all expenses allowed in the grant up to \$30,000. The Centers will be responsible for all fiscal and reporting requirements to the Fund with assistance from GCRTA.

Section 3. That this resolution shall take effect immediately upon its adoption.

Adopted: July 28, 2020

President

Attested: _____
Interim Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: RATIFYING AN INCREASE TO CONTRACT NO. 2017-030, MEDICAL SERVICES AND SPECIMEN COLLECTION VENDOR: OCCUPATIONAL HEALTH CENTER OF OHIO, P.A. CO., DBA CONCENTRA MEDICAL CENTERS AMOUNT: NTE \$40,000.00 FOR A TOTAL CONTRACT AMOUNT NTE \$1,047,943.75	Resolution No.: 2020-59
	Date: July 23, 2020
	Initiator: Human Resources
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

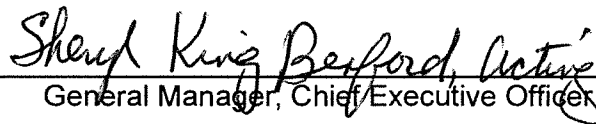
- 1.0 **PURPOSE/SCOPE:** This action will allow the Authority to ratify an increase to Contract 2017-030 with Occupational Health Center of Ohio, P.A. Co., dba Concentra Medical Centers to provide additional emergency temperature testing services.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The Centers for Disease Control and Prevention and the State of Ohio, Office of Governor DeWine strongly recommend that all employers perform temperature testing for employees before beginning work. Based on the accrued and estimated costs to complete these services, on July 24, 2020, the President of the Board of Trustees approved an additional \$40,000.00 for temperature testing services. This resolution requests that the Board of Trustees ratify the \$40,000.00 increase to Contract No. 2017-030, Medical Services and Specimen Collection, for a total contract amount not to exceed \$1,047,943.75. These services were administered at various Authority locations in an effort to protect the health and safety of Authority employees during the COVID-19 pandemic.
- 3.0 **PROCUREMENT BACKGROUND:** On August 15, 2017, the Board of Trustees, through Resolution No. 2017-059, authorized Contract No. 2017-030, Medical Services and Specimen Collection, with OccuCenters, Inc., dba East Side Occupational Health Center, for a period of three years with two, one-year options for a total contract amount not to exceed \$767,943.75. OccuCenters, Inc. dba East Side Occupational Health Center was assumed by Occupational Health Center of Ohio, P.A. Co., dba Concentra Medical Centers in 2018. By agreement dated November 9, 2018, GCRTA Contract No. 2017-030 was assigned to Occupational Health Center of Ohio, P.A. Co., dba Concentra Medical Centers.

As a result of the COVID-19 pandemic, Change Order No. 1 was approved by the General Manager, Chief Executive Officer on April 16, 2020, to initiate temperature testing services for employees at seven locations at negotiated rates, for an amount not to exceed \$80,000.00. These services commenced on April 20, 2020. That change order resulted in a total contract amount not to exceed \$847,943.75. Change Order No. 2 was approved by the Board of Trustees, through Resolution No. 2020-037, on May 12, 2020 for \$80,000.00 of additional temperature testing services, for a total contract amount not to exceed \$927,943.75. Change Order No. 3 was approved by the General Manager, Chief Executive Officer on July 2, 2020, for \$80,000.00 of continued temperature testing services, for a total contract not to exceed amount of \$1,007,943.75. Based on the accrued and estimated costs to complete these services, on July 24, 2020, the President of the Board of Trustees approved an additional \$40,000.00 for temperature testing services. This resolution requests that the Board of Trustees ratify the \$40,000.00 increase to Contract No. 2017-030, Medical Services and Specimen Collection, for a total contract amount not to exceed \$1,047,943.75.

A price analysis was performed and the Procurement Department has determined the offer of Occupational Health Center of Ohio, P.A. Co., dba Concentra Medical Centers, to provide these additional temperature testing services is fair and reasonable to the Authority.

- 4.0 AFFIRMATIVE ACTION/DBE BACKGROUND: All Affirmative Action requirements have been met. A 16% DBE goal was established for this procurement in August 2017. Occupational Health Center of Ohio, P.A. Co., dba Concentra Medical Centers, has agreed to maintain the established DBE participation goal through the use of its existing DBE firms.
- 5.0 POLICY IMPACT: Does not apply.
- 6.0 ECONOMIC IMPACT: This increase will be payable through the General Fund, Human Resources Department budget, in an amount not to exceed \$40,000.00, for a total contract amount not to exceed \$1,047,943.75.
- 7.0 ALTERNATIVES: Reject this ratification. Rejection of this ratification will hinder the Authority's ability to comply with the recommendations of the Centers for Disease Control and Prevention and the State of Ohio, Office of Governor DeWine that all employers perform temperature testing for employees before beginning work.
- 8.0 RECOMMENDATION: It is recommended that the Board of Trustees ratify an increase to Contract No. 2017-030, Medical Services and Specimen Collection, with Occupational Health Center of Ohio, P.A. Co., dba Concentra Medical Centers
- 9.0 ATTACHMENT: None.

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


General Manager, Chief Executive Officer

RESOLUTION NO. 2020-59

RATIFYING AN INCREASE TO CONTRACT NO. 2017-030 WITH OCCUPATIONAL HEALTH CENTER OF OHIO, P.A. CO., DBA CONCENTRA MEDICAL CENTERS FOR TEMPERATURE TESTING SERVICES IN AN AMOUNT NOT TO EXCEED \$40,000.00 FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$1,047,943.75 (GENERAL FUND, HUMAN RESOURCES DEPARTMENT BUDGET)

WHEREAS, the Centers for Disease Control and Prevention and the State of Ohio, Office of Governor DeWine strongly recommend that all employers perform temperature testing for employees before beginning work; and

WHEREAS, in accordance with the Authority's Procurement Manual Chapter 20.C-2, entitled "Procedures for Emergency Procurements," the Authority is using an existing contract for these additional services; and

WHEREAS, Contract No. 2017-030 for Medical Services and Specimen Collection was competitively solicited in 2017 and was awarded to OccuCenters, Inc., dba East Side Occupational Health Center, in an amount not to exceed \$767,943.75 for a period of three years with two, one-year options; and

WHEREAS, OccuCenters, Inc. dba East Side Occupational Health Center was assumed by Occupational Health Center of Ohio, P.A. Co., dba Concentra Medical Centers ("Concentra") in 2018; and

WHEREAS, by agreement dated November 9, 2018, Contract No. 2017-030 was assigned to Concentra; and

WHEREAS, on April 16, 2020, the General Manager, Chief Executive Officer approved Change Order No. 1 for temperature testing services, in an amount not to exceed \$80,000.00, for total contract amount not to exceed \$847,943.75; and

WHEREAS, on May 12, 2020, the Board of Trustees, through Resolution No. 2020-037, approved \$80,000.00 of additional temperature testing services, for a total contract amount not to exceed \$927,943.75; and

WHEREAS, on July 2, 2020, the General Manager, Chief Executive Officer approved Change Order No. 3 for additional temperature testing services, in an amount not to exceed \$80,000.00, for total contract amount not to exceed \$1,007,943.75; and

WHEREAS, this current need for additional temperature testing services exceeds the General Manager, Chief Executive Officer's change order authority; and

WHEREAS, in accordance with emergency and change order procedures specified in the GCRTA Procurement Manual, on July 23, 2020, the Acting General Manager, Chief Executive Officer contacted the President of the Board of Trustees to discuss the need for this increase; and

WHEREAS, on July 23, 2020, the President of the Board of Trustees gave approval to the Acting General Manager, Chief Executive Officer, for additional temperature testing services under Contract No. 2017-030, Medical Services and Specimen Collection, with Concentra for \$40,000.00, resulting in a new contract total amount not to exceed \$1,047,943.75; and

WHEREAS, ratification of this increase by the Board of Trustees is now necessary.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the Board of Trustees hereby ratifies the actions of the Acting General Manager, Chief Executive Officer in securing additional temperature testing services for employees.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to amend Contract No. 2017-030, Medical Services and Specimen Collection, with Occupational Health Center of Ohio, P.A. Co., dba Concentra Medical Centers, to provide these additional temperature testing services.

Section 3. This increase shall be payable from the General Fund, Human Resources Department budget, in an amount not to exceed \$40,000.00, for a total contract amount not to exceed \$1,047,943.75.

Section 4. That said increase shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor to the Specifications and Addenda, if any; the Affirmative Action Plan adopted by the Board of Trustees; bonding and insurance requirements and all applicable laws relating to contractual obligations of the Authority.

Section 5. That the General Manager, Chief Executive Officer's change order authority is reinstated in its entirety.

Section 6. That all other terms and conditions of the original contract remain unchanged.

Section 7. That this resolution shall become effective immediately upon its adoption.

Adopted: July 28, 2020

President

Attest: _____
Interim Secretary-Treasurer



**THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REPORT OF CASH RECEIVED COMPARED TO PRIOR YEAR - GENERAL FUND
FOR THE PERIOD ENDED JUNE 30, 2020 AND JUNE 30, 2019**

	CURRENT MONTH	PRIOR YR MONTH	VARIANCE	%CHANGE	CURRENT % OF TOTAL	2020 YTD	2019 YTD	VARIANCE	%CHANGE	CURRENT % OF TOTAL
PASSENGER FARES:										
CASH FARES	\$ 747,675	\$ 1,287,517	\$ (539,842)	(41.93%)	2.22%	\$ 5,189,601	\$ 8,287,142	\$ (3,097,541)	(37.38%)	2.56%
PASS/TICKET SALES	455,411	1,058,400	(602,989)	(56.97%)	1.35%	4,086,625	7,111,232	(3,024,607)	(42.53%)	2.02%
CMSD - STUDENT FARECARDS	66,875	-	66,875	-	0.20%	785,648	-	785,648	-	0.39%
U-PASS	-	-	-	-	0.00%	1,193,970	635,643	558,327	87.84%	0.59%
MOBILE TICKETING	287,159	460,812	(173,653)	(37.66%)	0.85%	2,302,197	2,522,007	(219,810)	(8.72%)	1.14%
SUBTOTAL PASSENGER FARES	1,557,120	2,806,729	(1,249,609)	(44.52%)	4.62%	13,558,041	18,516,024	(4,957,983)	(26.93%)	6.70%
OPERATING SUBSIDIES:										
SALES & USE TAX	15,926,194	18,297,841	(2,371,647)	(12.96%)	47.23%	105,653,170	104,057,958	1,595,212	1.53%	52.18%
SUBTOTAL OPERATING SUBSIDIES	15,926,194	18,297,841	(2,371,647)	(12.96%)	47.23%	105,653,170	104,057,958	1,595,212	1.53%	52.18%
OTHER REVENUE:										
ADVERTISING/CONCESSIONS/COMMISSIONS	1,903	35,750	(33,847)	(94.68%)	0.01%	1,462,401	1,285,478	176,923	13.76%	0.72%
NAMING RIGHTS LESS COMMISSIONS	-	-	-	-	0.00%	350,379	252,000	98,379	39.04%	0.17%
RENTAL INCOME	3,000	9,222	(6,222)	(67.47%)	0.01%	119,682	165,094	(45,412)	(27.51%)	0.06%
INTEREST INCOME	42,831	22,795	20,036	87.90%	0.13%	526,509	501,365	25,144	5.02%	0.26%
OTHER	32,622	3,752	28,870	769.46%	0.10%	57,192	81,600	(24,408)	(29.91%)	0.03%
SUBTOTAL OTHER REVENUE	80,356	71,519	8,837	12.36%	0.24%	2,516,163	2,285,537	230,626	10.09%	1.24%
REIMBURSEMENTS AND OTHER SOURCES OF CASH:										
FUEL/CNG/PROPANE TAX REFUNDS	-	46,926	(46,926)	-	0.00%	2,174,237	1,194,616	979,621	82.00%	1.07%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL MATCH)	3,565	55,269	(51,704)	(93.55%)	0.01%	292,137	732,517	(440,380)	(60.12%)	0.14%
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL MATCH)	-	-	-	-	0.00%	20,000,000	12,000,000	8,000,000	66.67%	9.88%
FEDERAL OPERATING ASSISTANCE	-	70,784	(70,784)	-	0.00%	107,806	98,670	9,136	9.26%	0.05%
MISCELLANEOUS RECEIPTS	15,790	71,648	(55,858)	(77.96%)	0.05%	1,965,660	1,294,452	671,208	51.85%	0.97%
FEDERAL CARES ACT	16,135,423	-	16,135,423	-	47.85%	56,207,807	-	56,207,807	-	27.76%
SUBTOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH	16,154,778	244,627	15,910,151	6503.84%	47.91%	80,747,647	15,320,255	65,427,392	427.06%	39.88%
TOTAL CASH RECEIVED - GENERAL FUND	\$ 33,718,448	\$ 21,420,716	\$ 12,297,732	57.41%	100.00%	\$ 202,475,021	\$ 140,219,774	\$ 62,255,247	44.40%	100.00%



THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REPORT OF CASH RECEIVED COMPARED TO BUDGET - GENERAL FUND
FOR THE PERIOD ENDED JUNE 30, 2020

	BUDGET MONTH	CURRENT MONTH	VARIANCE	%CHANGE	CURRENT % OF TOTAL	2020 YTD BUDGET	2020 YTD	VARIANCE	%CHANGE	CURRENT % OF TOTAL
PASSENGER FARES:										
CASH FARES	\$ 1,191,990	\$ 747,675	\$ (444,315)	(37.28%)	2.22%	\$ 6,898,792	\$ 5,189,601	\$ (1,709,191)	(24.78%)	2.56%
PASS/TICKET SALES	967,773	455,411	(512,362)	(52.94%)	1.35%	5,601,109	4,086,625	(1,514,484)	(27.04%)	2.02%
CMSD - STUDENT FARECARDS	477,606	66,875	(410,731)	(86.00%)	0.20%	2,764,204	785,648	(1,978,556)	(71.58%)	0.39%
U-PASS	169,599	-	(169,599)	-	0.00%	981,577	1,193,970	212,393	21.64%	0.59%
MOBILE TICKETING	384,808	287,159	(97,649)	(25.38%)	0.85%	2,227,124	2,302,197	75,073	3.37%	1.14%
SUBTOTAL PASSENGER FARES	3,191,777	1,557,120	(1,634,657)	(51.21%)	4.62%	18,472,806	13,559,041	(4,914,765)	(26.61%)	6.70%
OPERATING SUBSIDIES:										
SALES & USE TAX	18,574,138	15,926,194	(2,647,944)	(14.26%)	47.23%	105,629,230	105,653,170	23,940	0.02%	52.18%
SUBTOTAL OPERATING SUBSIDIES	18,574,138	15,926,194	(2,647,944)	(14.26%)	47.23%	105,629,230	105,653,170	23,940	0.02%	52.18%
OTHER REVENUE:										
ADVERTISING/CONCESSIONS/COMMISSIONS	37,368	1,903	(35,465)	(94.91%)	0.01%	1,343,666	1,462,401	118,735	8.84%	0.72%
NAMING RIGHTS LESS COMMISSIONS	-	-	-	-	0.00%	429,070	350,379	(78,691)	(18.34%)	0.17%
RENTAL INCOME	9,999	3,000	(6,999)	(70.00%)	0.01%	179,011	119,682	(59,329)	(33.14%)	0.06%
INTEREST INCOME	19,521	42,831	23,310	119.41%	0.13%	429,364	526,509	97,145	22.63%	0.26%
OTHER	35,890	32,622	(3,268)	(9.10%)	0.10%	780,541	57,192	(723,349)	(92.67%)	0.03%
SUBTOTAL OTHER REVENUE	102,779	80,356	(22,423)	(21.82%)	0.24%	3,161,651	2,516,163	(645,488)	(20.42%)	1.24%
REIMBURSEMENTS AND OTHER SOURCES OF CASH:										
FUEL/CNG/PROPANE TAX REFUNDS	15,019	-	(15,019)	-	0.00%	382,339	2,174,237	1,791,898	468.67%	1.07%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL MATCH)	18,006	3,565	(14,441)	(80.20%)	0.01%	238,649	292,137	53,488	22.41%	0.14%
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL MATCH)	-	-	-	-	0.00%	11,376,458	20,000,000	8,623,542	75.80%	9.88%
FEDERAL OPERATING ASSISTANCE	-	-	-	-	0.00%	-	107,806	107,806	-	0.05%
MISCELLANEOUS RECEIPTS	6,347	15,790	9,443	148.78%	0.05%	114,670	1,965,660	1,850,990	1614.18%	0.97%
FEDERAL CARES ACT	-	16,135,423	16,135,423	-	47.85%	-	56,207,807	56,207,807	-	27.76%
SUBTOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH	39,372	16,154,778	16,115,406	40931.16%	47.91%	12,112,116	80,747,647	68,635,531	566.67%	39.88%
TOTAL CASH RECEIVED - GENERAL FUND	\$ 21,908,065	\$ 33,718,448	\$ 11,810,383	53.91%	100.00%	\$ 139,375,802	\$ 202,475,021	\$ 63,099,219	45.27%	100.00%

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
SALES AND USE TAXES
ACTUAL RECEIPTS THROUGH JULY 2020**

MONTH RECEIVED	2018 ACTUAL	2019 ACTUAL	2020 ESTIMATE	2020 ACTUAL	2020 MONTHLY ACTUAL VERSUS 2019		2018 YTD ACTUAL	2019 YTD ACTUAL	2020 YTD ESTIMATE	2020 YTD ACTUAL	2020 VERSUS 2019 YTD %	
					MONTH % CHANGE	MONTHLY ESTIMATE					CHANGE	ESTIMATE
JANUARY	\$15,344,775	\$17,311,711	\$17,730,936	\$18,303,734	5.73%	3.23%	\$15,344,775	\$17,311,711	\$17,730,936	\$18,303,734	5.73%	3.23%
FEBRUARY	\$16,311,506	\$17,753,526	\$18,183,450	\$18,450,264	3.92%	1.47%	\$31,656,281	\$35,065,237	\$35,914,386	\$36,753,998	4.82%	2.34%
MARCH	\$19,193,689	\$19,588,186	\$20,062,539	\$21,219,411	8.33%	5.77%	\$50,849,970	\$54,653,423	\$55,976,925	\$57,973,409	6.07%	3.57%
APRIL	\$15,159,363	\$15,303,867	\$15,674,469	\$16,460,465	7.56%	5.01%	\$66,009,332	\$69,957,290	\$71,651,394	\$74,433,873	6.40%	3.88%
MAY	\$15,056,101	\$15,802,827	\$16,185,512	\$15,293,102	(3.23%)	(5.51%)	\$81,065,433	\$85,760,117	\$87,836,906	\$89,726,976	4.63%	2.15%
JUNE	\$17,840,652	\$18,297,841	\$18,740,946	\$15,926,194	(12.96%)	(15.02%)	\$98,906,085	\$104,057,958	\$106,577,852	\$105,653,169	1.53%	(0.87%)
JULY	\$15,909,441	\$16,425,144	\$16,822,900	\$13,364,639	(18.63%)	(20.56%)	\$114,815,527	\$120,483,102	\$123,400,752	\$119,017,808	(1.22%)	(3.55%)
AUGUST	\$17,953,926	\$17,918,246	\$18,352,159									
SEPTEMBER	\$18,575,082	\$19,225,063	\$19,690,622									
OCTOBER	\$17,725,278	\$17,757,984	\$18,188,016									
NOVEMBER	\$17,489,540	\$18,251,949	\$18,693,943									
DECEMBER	\$17,772,354	\$18,555,735	\$17,070,682									
TOTAL	\$204,331,707	\$212,192,079	\$215,396,174	\$119,017,808								

Summary:

Month
 18.63% (\$3,060,505) lower than July 2019 Actual
 20.56% (\$3,458,261) lower than July 2020 estimate

YTD

1.22% (\$1,465,294) lower than 2019 Actual
 3.55% (\$4,382,944) lower than 2020 estimate

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
INVENTORY OF TREASURY INVESTMENTS
AS OF JUNE 30, 2020**

FUND	PURCHASE DATE	Maturity DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD	
BOND RETIREMENT FUND	6/30/2020	7/1/2020	MONEY MARKET	HUNTINGTON BANK	1	\$7,926,318	\$0	1	0.01%	
	5/8/2019	11/30/2020	TREASURY BILL FOR PREMIUM	HUNTINGTON BANK	571	\$1,642,975	\$31,301	153	2.10%	
	5/8/2019	5/31/2021	TREASURY BILL FOR PREMIUM	HUNTINGTON BANK	752	\$719,364	\$11,683	334	2.10%	
	5/8/2019	5/31/2022	TREASURY BILL FOR PREMIUM	HUNTINGTON BANK	1118	\$247,412	\$5,092	699	2.10%	
	5/8/2019	11/30/2021	TREASURY BILL FOR PREMIUM	HUNTINGTON BANK	936	\$1,665,366	\$34,218	518	2.10%	
TOTAL BOND RETIREMENT FUND					\$12,201,435	\$82,294			0.68%	
GENERAL FUND	6/30/2020	7/1/2020	MERCHANT ACCT-KEY MMKT	KEY BANK	1	\$97,837	\$0	1	0.75%	
	9/28/2017	9/28/2020	FHLMC	STIFEL NICOLAUS	1095	\$3,625,000	\$47,075	90	1.70%	
	6/30/2020	7/1/2020	STAR OHIO	STATE OF OHIO	1	\$42,816,235	\$0	1	0.55%	
	6/30/2020	7/1/2020	STAR OHIO-CARES	STATE OF OHIO	1	\$56,217,362	\$0	1	0.55%	
	6/30/2020	7/1/2020	BLACKROCK MONEY MKT	PNC BANK	1	\$10,115	\$0	1	0.10%	
	6/30/2020	7/1/2020	EMPLOYEE ACTIVITY FUND	KEY BANK	1	\$138,715	\$0	1	0.75%	
	6/30/2020	7/1/2020	SALES TAX ACCOUNT	HUNTINGTON BANK	1	\$4,300	\$0	1	0.01%	
	6/30/2020	7/1/2020	KEY ECR	KEY BANK	1	\$4,050,281	\$0	1	0.75%	
	TOTAL GENERAL FUND					\$106,959,845	\$47,075			0.60%
	INSURANCE FUND	2/23/2018	2/16/2021	FHLMC	HUNTINGTON BANK	1092	\$1,000,000	\$4,024	260	2.37%
6/30/2020		7/1/2020	STAR OHIO	STATE OF OHIO	1	\$6,801,031	\$0	1	0.55%	
6/30/2020		7/1/2020	KEY ECR	KEY BANK	1	\$79,441	\$0	1	0.75%	
TOTAL INSURANCE FUND					\$7,880,472	\$4,024			0.78%	

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
INVENTORY OF TREASURY INVESTMENTS
AS OF JUNE 30, 2020**

FUND	PURCHASE DATE	Maturity DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD
LAW ENFORCEMENT FUND	6/30/2020	7/1/2020	LAW ENFORCEMENT	KEY BANK-SWEEP	1	\$300	\$0	1	0.75%
	6/30/2020	7/1/2020	STAR OHIO	STATE OF OHIO	1	\$44,956	\$0	1	0.55%
TOTAL LAW ENFORCEMENT FUND						\$45,255			0.55%
LOCAL MATCH FUND									
	12/13/2019	9/8/2020	2019 DEBT ACCT-BCIMIA CP	HUNTINGTON BANK	270	\$4,925,000	\$55,556	70	2.03%
	3/17/2020	1/24/2023	FFCB	STIFEL NICOLAUS	1042	\$5,091,175	\$23,917	906	1.64%
	6/30/2020	7/1/2020	2019 DEBT ACCT-STAR OHIO	STATE OF OHIO	1	\$18,258,188	\$0	1	0.55%
	6/30/2020	7/1/2020	2019 DEBT ACCT-KEY ECR	KEY BANK	1	\$48,825	\$0	1	0.75%
	6/30/2020	7/1/2020	LOCAL MATCH-STAR OHIO	STATE OF OHIO	1	\$10,207,033	\$0	1	0.55%
	6/30/2020	7/1/2020	LOCAL MATCH-KEY ECR	KEY BANK	1	\$813	\$0	1	0.75%
	6/30/2020	7/1/2020	GRANT-ECR	KEY BANK	1	\$48,922	\$0	1	0.75%
	6/30/2020	7/1/2020	CATCH BASIN-KEY ECR	KEY BANK	1	\$101,875	\$0	1	0.75%
TOTAL LOCAL MATCH FUND						\$38,681,831	\$79,472		0.88%
PENSION FUND	6/30/2020	7/1/2020	KEY ECR	KEY BANK	1	\$57,576	\$0	1	0.75%
	6/30/2020	7/1/2020	STAR OHIO	STATE OF OHIO	1	\$1,227,145	\$0	1	0.55%
TOTAL PENSION FUND						\$1,284,721	\$0		0.56%
RTA CAPITAL FUND	6/30/2020	7/1/2020	KEY ECR	KEY BANK	1	\$2,601,270	\$0	1	0.75%
TOTAL RTA CAPITAL FUND						\$2,601,270	\$0		0.75%
RESERVE FUND	9/28/2017	9/28/2020	FHLMC	STIFEL NICOLAUS	1095	\$2,000,000	\$25,972	90	1.70%
	6/22/2018	10/5/2020	FHLB	STIFEL NICOLAUS	833	\$2,937,780	\$37,825	97	2.64%
	12/3/2019	1/25/2022	FFCB	STIFEL NICOLAUS	1037	\$3,000,000	\$34,343	909	1.71%
	3/17/2020	1/24/2023	FFCB	STIFEL NICOLAUS	1042	\$5,091,175	\$23,917	906	1.64%
	3/26/2020	9/23/2022	FFCB	STIFEL NICOLAUS	910	\$1,999,733	\$10,667	783	1.80%
	6/30/2020	7/1/2020	KEY ECR	KEY BANK	1	\$39,517	\$0	1	0.75%
	6/30/2020	7/1/2020	STAR OHIO	STATE OF OHIO	1	\$27,863,290	\$0	1	0.55%
TOTAL RESERVE FUND						\$42,931,496	\$132,723		1.02%
TOTAL ALL FUNDS						\$212,586,325	\$345,588	78	0.75%

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
DEBT SERVICE SCHEDULE AND STATUS
AS OF JUNE 30, 2020

Bonds	Final Maturity Date	Total Principal Outstanding 12/1/2019	Interest Payable/ 6/1/2020	Principal Payable/ 6/1/2020	Debt Service Requirement/ 6/1/2020	Interest Payable/ 12/1/2020	Principal Payable/ 12/1/2020	Debt Service Requirement/ 12/1/2020	Total Debt Requirement 2020
Series 2014A-Sales Tax Rev.	Dec. 2025	13,360,000.00	301,825.00	0.00	301,825.00	301,825.00	3,055,000.00	3,356,825.00	3,658,650.00
Series 2014B-Sales Tax Rev.	Dec. 2020	540,000.00	7,930.00	0.00	7,930.00	7,930.00	540,000.00	547,930.00	555,860.00
Series 2015-Sales Tax Rev.	Dec. 2034	44,250,000.00	1,080,450.00	0.00	1,080,450.00	1,080,450.00	2,890,000.00	3,970,450.00	5,050,900.00
Series 2016-Sales Tax Rev.	June 2031	15,010,000.00	375,050.00	0.00	375,050.00	375,050.00	10,000.00	385,050.00	760,100.00
Series 2019-Sales Tax Rev.	Dec. 2039	30,000,000.00	750,000.00	0.00	750,000.00	750,000.00	905,000.00	1,655,000.00	2,405,000.00
Total Bonds		\$116,820,000.00	\$2,848,855.00	\$0.00	\$2,848,855.00	\$2,848,855.00	\$10,560,000.00	\$13,408,855.00	\$16,257,710.00

Bond Retirement
\$9,569,294

Current Balance (Set Aside for 2020)

\$1,337,683

Monthly Set Aside Required

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
SUMMARY OF INVESTMENT PERFORMANCE
YEAR TO DATE THROUGH JUNE 30, 2020

<u>MONTH</u>	2020			2019			MARKET YIELD #
	AVERAGE BALANCE	INTEREST EARNED	AVERAGE YIELD	AVERAGE BALANCE	INTEREST EARNED	AVERAGE YIELD	
JANUARY	\$153,025,000	\$306,867	1.94%	\$117,399,117	\$193,803	2.29%	1.75%
FEBRUARY	\$147,326,500	\$177,033	1.93%	\$124,109,287	\$159,303	2.26%	1.75%
MARCH	\$153,725,000	\$446,742	1.49%	\$122,603,151	\$192,045	2.29%	1.65%
APRIL	\$150,720,000	\$364,880	1.17%	\$121,652,368	\$204,088	2.29%	1.65%
MAY	\$187,360,000	\$234,705	0.86%	\$159,898,231	\$260,509	2.32%	1.55%
JUNE	\$212,554,447	\$209,413	0.75%	\$155,024,717	\$232,714	2.29%	1.55%
JULY				\$158,773,489	\$309,114	2.31%	1.45%
AUGUST				\$152,652,458	\$271,681	2.24%	1.45%
SEPTEMBER				\$154,925,167	\$222,909	2.21%	1.40%
OCTOBER				\$142,878,197	\$306,422	2.13%	1.40%
NOVEMBER				\$156,507,676	\$251,343	2.05%	1.37%
DECEMBER				\$155,044,134	\$212,949	2.00%	1.52%
YEAR TO DATE	167,451,825	\$1,739,640	1.36%	\$143,455,671	\$2,816,880	2.22%	1.54%
RTA AVERAGE YIELDS OVER (UNDER) INDEX			0.23%				0.38%

Moving average coupon equivalent yields for 6 month Treasury Bills,

Market Yield equals US Treasury Money Fund 7 Day Yield

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REPORT ON INVESTMENT EARNINGS (CASH BASIS)
JUNE 2020**

BOND RETIREMENT FUND

TREASURY BILL	\$2,187.50
TREASURY BILL-DISCOUNT	\$2,587.89
TREASURY BILL	\$13,446.88
TREASURY BILL-DISCOUNT	\$12,024.61
TREASURY BILL	\$5,018.75
TREASURY BILL-DISCOUNT	\$10,636.33
TREASURY BILL	\$14,700.00
TREASURY BILL-DISCOUNT	\$14,634.37
TREASURY BILL	\$5,625.00
TREASURY BILL-DISCOUNT	\$4,716.80
HUNTINGTON MONEY MARKET	\$41.44
	<u>\$85,619.57</u>
	\$104,466.74 subtract dists from
	\$104,107.22

JUNE 2020
2020 YEAR TO DATE
2019 YEAR TO DATE

GENERAL FUND

HUNTINGTON-SALES TAX ACCOUNT	
STAROHIO	\$1.33
KEY BANK SWEEP ACCOUNT	\$19,516.09
STAR OHIO-CARES Grant	\$84.53
MERCHANT ACCOUNT-MONEY MARKET	\$23,227.49
	<u>\$1.45</u>
	\$42,830.89
	\$526,508.21
	\$501,365.25

JUNE 2020
2020 YEAR TO DATE
2019 YEAR TO DATE

INSURANCE FUND

STAROHIO	\$3,377.50
	<u>\$3,377.50</u>
	\$158,271.30
	\$75,248.25

JUNE 2020
2020 YEAR TO DATE
2019 YEAR TO DATE

LAW ENFORCEMENT FUND

STAROHIO	\$25.12
	<u>\$25.12</u>
	\$369.88
	\$468.27

JUNE 2020
2020 YEAR TO DATE
2019 YEAR TO DATE

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
 REPORT ON INVESTMENT EARNINGS (CASH BASIS)
 JUNE 2020**

RESERVE FUND
 STAROHIO
 JOHN DEERE CP
 JOHN DEERE CP-DISCOUNT
 KEY BANK SWEEP ACCOUNT

\$11,354.26
 \$12,069.48
 \$12,069.45
\$30.36
 \$35,523.55
 \$374,591.38
 \$237,989.88
\$190,748.54
\$1,757,804.71
\$1,144,212.76

JUNE 2020
 2020 YEAR TO DATE
 2019 YEAR TO DATE

JUNE 2020
 2020 YEAR TO DATE
 2019 YEAR TO DATE

TOTAL ALL FUNDS

**2020 YEAR
 TO DATE**
 \$1,757,805

 (\$353,221)
 \$345,588
 \$1,750,172
 \$167,451,825
1.36%

JUNE
 \$190,749
 (\$326,966)
 \$345,588
 \$209,413
 \$212,554,447
0.75%

INTEREST RECEIVED (CASH BASIS)

ACCRUED INTEREST:

BEGINNING:

ENDING:

INTEREST INCOME EARNED:

AVERAGE INVESTMENT BALANCE (COST):

AVERAGE YIELD ON INVESTMENTS:

**COMPOSITION OF INVESTMENT PORTFOLIO
AS OF JUNE 30, 2020**

Instrument	PRINCIPAL	FACE AMOUNT	PERCENT OF TOTAL	AVERAGE YIELD	AVERAGE MATURITY
Money Market Account	\$8,038,570	\$8,038,570	3.78%	0.02%	1
Key Bank Sweep Account	\$139,014	\$139,014	0.07%	0.75%	1
Star Ohio	\$163,435,240	\$163,435,240	76.92%	0.55%	1
Earnings Credit Rate Account	\$7,028,521	\$7,028,521	3.31%	0.75%	1
U.S. Government Securities	\$28,916,734	\$28,940,000	13.61%	1.68%	511
Commercial Paper	\$4,925,000.00	\$5,000,000.00	2.32%	1.02%	129
Total Investment Portfolio	<u>\$212,483,079</u>	<u>\$212,581,345</u>	<u>100.00%</u>	<u>0.75%</u>	<u>78</u>