



Greater Cleveland
Regional Transit Authority

1240 West 6th Street
Cleveland, Ohio 44113-1302
Phone: 216-566-5100
riderta.com

MEETING NOTICE

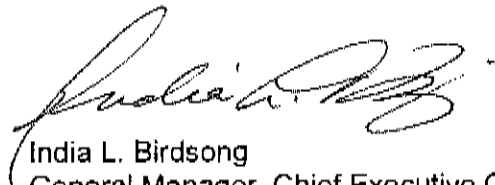
Notice is hereby given that the following meeting of the Board of Trustees of the Greater Cleveland Regional Transit Authority will take place on **Tuesday, July 26, 2022** in the Board Room of the Authority, 1240 West Sixth Street, Cleveland, OH 44113 for consideration of the listed items and such other items that may properly come before the Board and be acted upon. This meeting will be live streamed on RTA's Board Page www.RideRTA.com/board via the meeting date for staff and members of the public. Members of the public may attend in person.

Based on Centers for Disease Control ("CDC") guidance to avoid crowded places where you cannot stay 6 feet away from others and Ohio Department of Public Health advice regarding congregating and social distancing, as well as RTA's interest in protecting community and employee health and safety, RTA Board Room and Meeting Room 1 capacity is limited to thirty-six (36) people to allow for social distancing. To accommodate members of the public, RTA will limit the number of staff permitted in the Board Room. All persons entering RTA's Main Office Building ("MOB") at 1240 West 6th Street are required to maintain a distance of six feet or more from other individuals who are not members of their family or household.

As a result of a federal court order on April 18, 2022, the CDC's January 29, 2021 order requiring masks on public transportation conveyances and at transportation hubs is no longer in effect. The CDC continues to recommend that people wear masks in indoor public transportation settings at this time. As a result, GCRTA recommends, but will not require, that members of the public wear a mask/face covering.

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 – agenda attached.


India L. Birdsong
General Manager, Chief Executive Officer

ILB:tab
Attachment



AGENDA

RTA Board of Trustees Meeting

Tuesday, July 26, 2022

9:00 a.m.

1. Call to order
2. Roll Call
3. Certification regarding notice of meeting
4. Approval of the June 28, 2022 Board Meeting minutes
5. Public comments (**2 minutes**) on **agenda items**:
 - a. In person
 - b. Phone: 440-276-4600
 - c. Web form (comments will be forwarded to Board and staff)
6. Board Governance Committee report
7. Operational Planning & Infrastructure Committee report
 - Chair: Ms. Lauren R. Welch
8. Organizational, Services & Performance Monitoring Committee report
 - Chair: Mayor Anthony D. Biasiotta
9. Audit, Safety Compliance and Real Estate Committee report
 - Chair: Mayor Paul A. Koomar
10. External and Stakeholder Relations and Advocacy Committee report
 - Chair: Mr. Terence P. Joyce
11. Community Advisory Committee (CAC)
 - Board Liaison: TBD
12. Ad Hoc Committee reports:
 - Ad Hoc Paratransit Committee – President Charles P. Lucas, Chair
 - Ad Hoc Technology Committee – Ms. Luz Pellot, Chair
13. Introduction of new employees and announcement of promotions
14. Introduction of resolutions:
 - A. 2022-62 – Expressing congratulations to the employees of the Greater Cleveland Regional Transit Authority who retired during the second quarter of 2022

- B. 2022-63 – Authorizing Contract No. 2022-040 with Parsons Transportation Group Inc. for Project 19.47 – On-Call Rail Engineering Services - 2022 in an amount not to exceed \$450,000.00 for a period of 24 months (RTA Capital and/or Development Funds, Engineering & Project Development Department budget)
- C. 2022-64 – Authorizing Contract No. 2022-054 with Delta Railroad Construction, Inc. for Project 52X – Light Rail Track Rehabilitation Replacement of the East 75th Street Interlocking, as specified and as required, in an amount not to exceed \$3,494,819.00 (RTA Development Fund, Engineering & Project Development Department budget)
- D. 2022-65 – Authorizing Contract No. 2022-062 with Valvoline, Inc. for the furnishing of engine oil, as specified and as required, for a period of one year in an amount not to exceed \$332,749.00 (General Fund, Fleet Management Department budget)
- E. 2022-66 – Authorizing Contract No. 2022-063 with Stella-Jones Corporation for the furnishing of switch timbers, as specified and as required, in an amount not to exceed \$146,334.00 for a period of one year (RTA Development Fund, Power and Way Department budget)
- F. 2022-67 – Authorizing Contract No. 2022-75 with Dell Marketing L.P. for the furnishing of a Microsoft Enterprise License agreement through the State of Ohio, Department of Administrative Services, Cooperative Purchasing Program, as specified, in amounts NTE \$787,140.12 for year one, \$895,096.92 for year two, and \$922,881.72 for year three, for a total contract amount NTE \$2,605,118.76 for a three-year period (General Fund, Innovation and Technology Department budget)
- G. 2022-68 – Amending appropriations for the current expenses and other expenditures for the Greater Cleveland Regional Transit Authority, as adopted in Resolution No. 2021-112, to increase the transfers to the reserve fund by \$50,000,000 and the Capital Improvement Fund by \$4,497,292
- H. 2022-69 – Adopting the tax budget of the Greater Cleveland Regional Transit Authority for the fiscal year beginning January 1, 2023 and submitting the same to the Cuyahoga County Fiscal Officer
- I. 2022-70 – Authorizing the first amended Memorandum of Understanding with the Cuyahoga County Board of Health for the Baby on Board - A Healthy Baby Initiative Program

15. Secretary-Treasurer's Report:

- a. General Fund Revenue – status as of June 30, 2022 versus 2021 actuals

- b. General Fund Revenue – status as of June 30, 2022 versus the 2022 budget
 - c. Sales & Use Tax Receipts Report budgeted during 2022, actual receipts through July 2022
 - d. Inventory of Treasury Investments as of June 30, 2022
 - e. Debt Service Schedule and Status of Bond Retirement Fund (cash basis) as of June 30, 2022
 - f. Summary of Investment Performance, Year to Date through June 30, 2022
 - g. Report on Investment Earnings (cash basis) as of June, 2022
 - h. Composition of Investment Portfolio as of June 30, 2022
 - i. Banking and Financial Relationships as of June 30, 2022
16. General Manager's Report
 17. President's Report
 18. Old Business
 19. New Business
 20. Public comments (**2 minutes**):
 - a. In person
 - b. Phone: 440-276-4600
 - c. Web form (comments will be forwarded to Board and staff)
 21. The next regular Board meeting is scheduled for **Tuesday, August 23, 2022** in the Board Room of the Authority, Root-McBride Building, 1240 West Sixth Street, Cleveland, Ohio 44113. This meeting will be live-streamed on RTA's Board page (www.RideRTA.com/board) by clicking the meeting date. The public is welcome to attend in person.
 22. Adjournment

Minutes

RTA Board of Trustees Meeting

9:24 a.m. June 28, 2022

Board Members: Lucas (Chair), Moss (Vice Chair), Biasiotta, Duarte, Joyce, Koomar, McCall, Pellot, Weiss

Not present: Welch

Staff: Benford, Birdsong, Brown, Caver, Dangelo, Fields, Fleig, Freilich, Garofoli, Gautam, Houston, Kirkland, Miller, Orlando, Pfeiffer, Schipper, Talley, Togher, Walker-Minor, Wiehe

Public: Alired, Altena, Brihl-Pitorac, Brown, Cartwright, Gibbons, Loh, Miller, Pinkney-Butts, Quarles, Rodriquez

The meeting was called to order at 9:24 a.m. There were nine (9) board members present.

In accordance with the Ohio Open Meetings Act and House Bill 51, signed into law on February 17, 2022, and effective immediately through June 30, 2022, this meeting will be live-streamed on RTA's Board Page www.RideRTA.com/board via the meeting date for staff and members of the public. House Bill 51 allows Board members to participate by telephone or video and be considered present as if in person. It also allows Board members to vote and be counted for the purpose of determining a quorum while attending by telephone or video.

It was advised that notice of this meeting have 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

President Lucas stated that the minutes from the May 24, 2022, 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

1. Mr. Rodriguez – He is starting a group called One Voice for people with disabilities. He wants to bring back what other systems are doing around the country and how RTA can be better. RTA train stations need a police presence. The West Blvd./Cudell Station is not safe because of the area where it is located.
2. Rev. Pamela M. Pinkney-Butts – She asked about fixing the elevator at the Superior Station and accommodations and elevators at E. 79th Station. She asked how does the agenda help people of color. She is upset that the public was asked to leave the Board Room during the executive session. She commented on the race of people left in the room making decisions about RTA's money during the session.

3. Josiah Quarles – He is with Clevelanders for Public Transit (CPT). He works at the Northeast Ohio Coalition for the Homeless. He thanked RTA for launching EZfare. With EZfare boarding, delays can be avoided. System wide all door boarding brings benefits by speeding up trips by 20%. All buses need to have the validator equipment installed. It's a perfect pairing for the Transit Ambassador (TA) Pilot so that if someone does need assistance, the TA's can do that. He commended RTA for the TA program but requested an update.
4. Evangelist Anderson – She asked for more elevators, like the Lee Van Aken Station. Restrooms are needed at the rapid stations. The 48A bus needs to go back to the previous route. The 32 bus needs to be brought back. More security and cameras are needed at the rapid stations.
5. Dontez Taylor – Restrooms are needed for seniors and the disabled. The 48A and 15A needs to be brought back.
6. Carlita Gardner – Complaints are still coming in about the NextGen service specifically routes on the east side that have been dismantled. They include the 48A and 15A. The public concerns are being ignored.
7. Airric Stewart – RTA has a responsibility for the social and economic well-being of the community as it applies to the implementation of public transit. RTA has not met that responsibility. The suggestions he made in the past for the 15A have been ignored. His suggestions will still provide service to hospitals, schools and public libraries. He never received an update from Mr. Freilich from the June 9 CAC meeting.
8. Sherita Montgomery – She was pleased to see the ridership increases. The 15A and 48A routes should be restored to their previous routes. Ridership could be even better by adding back routes that travel through the interior of the city. She asked if the Board looked at the NextGen route changes and if they voted unanimously to approve those changes.

Committee Reports

There were no committee reports.

Community Advisory Committee (CAC)

There were no reports from the CAC.

Ad Hoc Committee Reports

Ms. Pellot stated the next Ad Hoc Tech Committee Meeting is Thursday, July 21, 2022, at 5 p.m.

Introduction of New Employees/Promotions

New Hires:

- Marc Bazdar, Transit Police Officer
- Joshua Bazzoli, Legal Intern
- Melanie Brooks, Laborer

- Tiana Brown, Recruiter
- Shawn Burton, Operator
- Princess Bush, Operator
- Jarrell Fair, Laborer
- DevVon Hall, Laborer
- Randell Hampton, Operator
- Michael Jeter, Operator
- Monica Moddox, Assistant Contract Administrator
- Jordan Motley, Operator
- Zane Patterson, Business Analyst
- Mark Pry, Operator
- Katrena Smith, Operator
- Tina Taylor, Operator
- Frazier Tolliver, Operator

Promotions:

- Lamont Terrell, Equipment Repair Leader
- Keith Flagg, Equipment Repair Leader
- Ann Marie Prebish, Contract Administrator
- Jeammie Montalvo, Assistant Equipment Manager

President Lucas asked for an update on operator hiring. Mr. Fields said last May they were 100 operators down with several people in training. Through May of this year, they are 73 operators down from optimal service needs with 30+ operators in training. For Paratransit, last year, they were 24 operators down. Through May 2022, they were down to 9 operators with 6 in training. Every two weeks there is a training class. They track monthly those who have completed training. President Lucas said that paratransit ridership is up the highest it's ever been.

Ms. Moss asked if we have capacity to train people. Mr. Fields said we have the capacity and working on how to improve that. They have looked at the training cycle in general to determine needs. Ms. Birdsong added that a large part of how long operators are kept in the pipeline is another part of success. They have reduced that time and the timeframe they are training to diversify the driving experience and taking on additional duties.

Introduction of Resolutions:

- A. 2022-52 – Expressing appreciation to Roberta Duarte for her service as a member of the Board of Trustees of the Greater Cleveland Regional Transit Authority and extending best wishes for many years to come, the adoption of which was moved by Ms. McCall, seconded by Mayor Biasiotta and approved by unanimous vote.

Ms. Duarte will be presented a resolution plaque. She will be missed. She brought a lot of zeal and information to the Board.

- B. 2022-53 – Authorizing Contract No. 2022-19 with Mott MacDonald, LLC for Project 19.43 – On-Call Signal Engineering Services - 2022 in an amount not to exceed \$450,000.00 for a period of 24 months (RTA Capital and/or Development Funds, Engineering & Project Development Department budget), the adoption of which was moved by Ms. McCall, seconded by Mr. Joyce and approved by unanimous vote.

- C. 2022-54 – Authorizing Contract No. 2022-046 with Petrochoice LLC for the furnishing of antifreeze, as specified and as required, for a period of one (1) year in an amount not to exceed \$100,259.25 (General Fund, Fleet Management Department budget), the adoption of which was moved by Mayor Biasiotta, seconded by Mayor Koomar and approved by unanimous vote.
- D. 2022-55 – Authorizing Contract No. 2022-047 with Alliance National LTD., dba DeMilita Iron & Metal LTD. for the recycling of scrap metal, as required, for a period of four years (revenue generating), the adoption of which was moved by Mr. Joyce, seconded by Ms. McCall and approved by unanimous vote.
- E. 2022-56 – Authorizing Contract No. 2022-071 with Johnson Controls Fire Protection, LP to provide fire and safety inspection and testing through the State of Ohio's Department of Administrative Services Cooperative Purchasing Program, in an amount not to exceed \$131,455.25 for a period of one year, and in an amount not to exceed \$131,455.25 for one option year, for a total contract amount not to exceed \$262,910.50 (General Fund, Transit Police Department budget), the adoption of which was moved by Ms. Moss, seconded by Mayor Koomar and approved by unanimous vote.
- F. 2022-57 – Amending Section 410.01 Procurement Policies of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority, the adoption of which was moved by Mayor Koomar, seconded by Mayor Weiss and approved by unanimous vote.

Ms. Moss said this provision is related to a leadership title change for the General Manager, CEO.

- G. 2022-58 – Amending Section 640.04 of the Codified Rules and Regulations and Section 100.04 of the Personnel Policies Employee Responsibility for GCRTA Property; repealing Section 628.06 Service Recognition Program of the Codified Rules and Regulations; and removing Sections 644.15 Service Recognition Program and 640.01 Disclaimer of the Codified Rules and Regulations as duplicates of Personnel Policies Sections 400.15 Service Recognition Program and 100.01 Disclaimer, the adoption of which was moved by Ms. Moss, seconded by Mr. Joyce and approved by unanimous vote.
- H. 2022-59 – Amending Section 640.05 Employee Communications with the Media of the Codified Rules and Regulations and Section 100.05 Employee Communications with the Media of the Personnel Policies of the Greater Cleveland Regional Transit Authority, the adoption of which was moved by Ms. Moss, seconded by Ms. McCall and approved by unanimous vote.

Ms. Moss said this changes the Media Relations Manager title to Public Information Officer (PIO).

- I. 2022-60 – Authorizing the filing of grant applications with the State of Ohio for State Fiscal Year 2023 financial assistance under all State of Ohio programs, the adoption of which was moved by Ms. McCall, seconded by Mayor Koomar and approved by unanimous vote.
- J. 2022-61 – 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, the adoption of which was moved by Mayor Biasiotta, seconded by Mayor Koomar and approved by unanimous vote.

Secretary-Treasurer's Report

Rajan Gautam, Deputy General Manager of Finance and Secretary-Treasurer gave the report. The U.S. unemployment rate was unchanged in May at 3.6%. Ohio unemployment went down from 4% in April 2022 to 3.9% for May 2022. Cuyahoga County unemployment in April was estimated at 5.5%. The County unemployment rates are not seasonally adjusted which is what caused the increase in the reported unemployment rate previously. Over the past three years, the height of the labor force was in February 2020. After the Pandemic, we are back to pre-COVID unemployment rates.

Ridership has been slowly and steadily increasing. May ridership was up 30.6% compared to May 2021. YTD ridership is 19.1% above 2021. May passenger fares was \$2.25 million or 29.9% higher than May 2021 and 25.6% than budgeted. YTD passenger fares is 23.6% higher compared to 2021. Sales tax has continued to remain strong. Sales tax is the largest unrestricted source of revenue for RTA. June 2022 sales tax is based on the economic activity in March 2022. Receipts were 6.9% higher than June 2021 and 4.8% than budgeted. Out of the sales tax base, 17 of the 23 categories were positive in June with the largest increases in motor vehicles/watercraft.

General Manager/CEO Report

India L. Birdsong, General Manager, CEO gave the report. Ms. Walker Minor said the Community Connection Line is a customer friendly way for customers to respond via the website at www.riderta.com/customerservice, QR code or by calling 216-621-9500. They will take concerns from the line to the Traction program where they will monitor and measure the information. The Board held their retreat June 9, 2022, at the Tri-C Corporate College Conference Center. The Board explored several topics such as building trust, inclusive communication, board effectiveness, breakout sessions, etc. The facilitators were Sharon Sobol Jordan, Marty Pollock and Margaret Brooks.

RTA received close to \$600,000 to improve transit services in greater Cleveland through the Areas of Persistent Poverty Program. Mary Flannery, Mike Schipper and Maribeth Feke have kept us in the pipeline for grant funding along with our advocacy groups in Columbus and D.C. The grant provides money for planning, engineering, or financial plans to improve transit services in areas experiencing long-term economic distress. Staff will come back to explain how they will use the funds. She thanked Senator Sherrod Brown (D-OH) who has been a longtime supporter of public transit and continues to advocate for RTA.

The Safety department and Rail department participated in Safety Day at the Cleveland Metroparks Zoo. RTA had a table with literature on safety and interactive displays. RTA was a sponsor of the MetroHealth Juneteenth Freedom Fest June 18, 2022. Juneteenth celebrates the end of slavery on June 19, 1865, and celebrates the rich history of Cleveland's African American arts and culture. RTA also had a table for a portion of the day with giveaways for the community. RTA was present at several events that day. President Lucas attended four of the Juneteenth events. DGM of Administration and External Affairs, Natoya Walker-Minor spoke at the Midwest Regional Hispanic Leadership Summit, June 7 in Minneapolis, Minnesota. She spoke about

workforce and equity. RTA was the first public transit authority to sign the Hispanic Promise this past February. Panelist were from US Bank, 3M and others.

RTA Board member Vaarie J. McCall and former RTA Director of External Affairs and Acting General Manager, Taras Szmagala, Sr. were honored by the Cleveland International Hall of Fame, June 7. Both moved the needle on behalf of Cleveland with their work. George Fields, DGM of Human Resources, served on a panel on workforce development at the APTA Rail Conference, June 5-8. Staff is reaching out to CSU and the Sewer District to see how we can move the needle forward. Representatives from FTA, International Transportation Learning Center and Southeastern Pennsylvania Transit Authority were on the panel. RTA participated in the Pride Parade. This is a celebration of equity and equality for members of this community. Thirty (30) employees participated. Operation Kid Watch fingerprinted approximately 80 children.

RTA launched its partnership with EZfare and app creator Masabi, June 22 at Public Square. EZfare will allow riders to purchase fares via app. Fares are good on several transit systems in the region. This effort opens the fare capping conversation. The public, staff and local media were in attendance. President Lucas thanked her for her hard work.

President's Report

President Lucas attended several events mentioned in the General Manager's report. He enjoyed representing the Board at all the events. He asked for an update on the Transit Ambassador (TA) Program. Ms. Birdsong said the goal is to hire 10 ambassadors. Two will have skills in mental health and social work. The rest will have fare enforcement and assistance duties. We've received over 100 applications. Mr. Fields said they are interviewing candidates. They anticipate they will narrow down the finalist over the next few weeks and take them through background checks and testing. They should have the TAs in training by late July. Dr. Caver said they are working with HR on recruitment. They expect they will train through August and have the TA's out on the system by September.

New Business

Mayor Koomar said the ability for Board members to attend virtually and be counted in attendance and to vote, expires June 30, 2022.

Public Comments

1. Rev. Pamela M. Pinkney-Butts – U.S. President George Washington was the first person to free slaves in 1799. The first people to free slaves were in Haiti. She is disappointed with RTA. People of color don't just serve tables and drive buses; they have minds and make decisions. Woman of color multitask. RTA has a racist agenda. Former Board President George Dixon lost his life because he raised a complaint of discrimination. All white males are counting RTA's money, but disabled people are discriminated against. The Supreme Court made a decision on women's body so will women be arrested on public transit. RTA is not listening to the public. Otherwise, the auditors would not be here today.
2. Loh – The EZfare event was good, but the External Affairs team needs to straighten out our communication issues. People thought if they use the app, they could use across the counties. The reason this is important is that other neighboring counties have joined the

program and the app can be used to purchase tickets based on each county transit authority's fare system. That message was buried. She is happy about the Board Retreat, but the location did not have good transit access. Tri-C offers assistance in their partnership with RTA. She suggested we use the downtown campus of eastern campus. The HealthLine vehicles stop too far from the platform due to some installation that was put in at each station. This is not good for people using walkers, canes and crutches.

3. Mr. Rodriguez – He plans to write a letter to Congress about paratransit scheduling wait times. The call system is outdated, and more schedulers are needed.
4. Evangelist Anderson – More security, public restrooms and elevators are needed. The 48A, 15 and 5 needs to return to their previous schedules. It's hard for seniors to walk to the stops. The cost to ride the system needs to be lowered.
5. Airric Stewart – He referenced the Juneteenth celebration and how the truth was held back about the end of slavery for two years. RTA held back the truth from the public for a year concerning his route recommendations. He repeated his proposal for the 50 bus, which would have served more people. The 48A should have been left in place and just had weekend service added. RTA will not acknowledge the information he presented to them.
6. Sherita Montgomery – She asked if the public could get copies of the slides. The Board Administrator said the slides will be posted on the Board page. She asked when her question about the Board voting on the NextGen changes would be answered. Ms. Birdsong said the presentations will be sent to her. The Board received several presentations and information was given to the public. Due diligence has been done by the staff and Board.
7. Dontez Taylor – He requested more paratransit schedulers. There were 90 calls ahead of him one day. The operators are nice. The 15A and 48A needs to return to its old service. Look at the 50 bus. Bring the trolley/circulator service back.

President Lucas requested follow up calls be made to the public. It was discussed at the Board Retreat that there will be one afternoon meeting this year.

Upcoming Meetings

The next regular Board meeting is scheduled for **Tuesday, July 26, 2022**, in the Board Room of the Authority, Root-McBride Building, 1240 West Sixth Street, Cleveland, Ohio 44113. This meeting will be live streamed on RTA's Board page (www.RideRTA.com/board) by selecting the meeting date. The public is welcome to attend in person.

The meeting was adjourned at 10:36 a.m.

President

Attest: _____
Secretary-Treasurer

RESOLUTION NO. 2022-62

EXPRESSING CONGRATULATIONS TO THE EMPLOYEES OF THE
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY WHO RETIRED
DURING THE SECOND QUARTER OF 2022

WHEREAS, the following employees retired from the Greater Cleveland Regional Transit Authority during the second quarter of 2022 after numerous years of dedicated public service:

<u>Name</u>	<u>Title</u>	<u>Work Location</u>
John Robinson	Line Maintainer	Central Bus
Elisabeth Myers	Dispatcher	Transit Police
Charles Hutchins	Operator	Hayden
Thomas Murawski	Transit Police Officer	Transit Police
David Ackroyd	Equipment Maintainer	Hayden
Emmanuel Scott	Operator	Paratransit
Belinda Lampkin	Hostler	Hayden
Christopher Benton	Operator	Hayden
Robert Whiting	Dispatcher	Hayden

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 26, 2022

President

Attest: _____
Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: PROJECT 19.47 – ON-CALL RAIL ENGINEERING SERVICES - 2022 VENDOR: PARSONS TRANSPORTATION GROUP INC. AMOUNT: NTE \$450,000.00 FOR 24 MONTH PERIOD	Resolution No.: 2022-63
	Date: July 21, 2022
	Initiator: Engineering & Project Development 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 action will allow the Authority to enter into a contract for On-Call Rail Engineering Services for a period of 24 months.

2.0 **DESCRIPTION/JUSTIFICATION:** This project will provide engineering services to support projects assigned by the Engineering and Project Development Department. Services to be provided as part of this contract include but are not limited to: the preparation of plans, specifications, cost estimates, construction duration estimates, construction support services, and discrete engineering analyses for assigned projects. Projects would principally involve repair and/or updating of various aspects of the rail line, or discrete analyses of the same for safety compliance purposes.

3.0 **PROCUREMENT BACKGROUND:** The Request for Proposals (“RFP”) was posted on the GCRTA Procurement web site and advertised in the local newspapers. Nineteen interested parties, including potential subcontractors, downloaded the solicitation package. 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 price 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 Parsons Transportation Group Inc., the first ranked firm, and an acceptable price was reached.

Parsons Transportation Group Inc. has successfully completed projects for the GCRTA, Sound Transit, WMATA and the New Jersey Transit Corporation, among others.

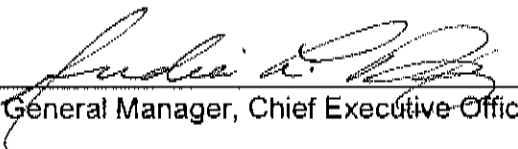
The Procurement Department performed a cost analysis and determined the proposed pricing to be fair and reasonable to the Authority.

4.0 **AFFIRMATIVE ACTION/DBE BACKGROUND:** All Affirmative Action requirements have been met. Parsons Transportation Group Inc. has committed to achieve the 18% DBE participation goal established for this procurement, which is equivalent to \$81,000.00. Parsons has agreed to utilize the following certified DBE firms: Denise’s Construction and Flagging Services (African American Female-owned), Dynotec, Inc. (Sub-continent Asian Male-owned), G & T Associates (Asian Pacific Male-owned), and Pro Geotech, Inc (Sub-continent Asian Male-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 \$450,000.00 for a period of 24 months.
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would leave the Authority without the technical expertise of a professional rail engineering firm to supplement the resources of the Authority's Engineering and Project Management Division.
- 8.0 **RECOMMENDATION:** This procurement was discussed by the Board of Trustees at the July 12, 2022 Operational Planning and Infrastructure Committee meeting. It is recommended that the offer from Parsons Transportation Group 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. 2022-63

AUTHORIZING CONTRACT NO. 2022-040 WITH PARSONS TRANSPORTATION GROUP INC. FOR PROJECT 19.47 – ON-CALL RAIL ENGINEERING SERVICES - 2022 IN AN AMOUNT NOT TO EXCEED \$450,000.00 FOR A PERIOD OF 24 MONTHS (RTA CAPITAL AND/OR DEVELOPMENT FUNDS, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Authority requires professional rail engineering expertise with design and technical support services for rail projects; and

WHEREAS, the Authority also requires assistance with safety compliance, specification development, preparation of plans, specifications, cost estimates, construction duration estimates, and construction support services; and

WHEREAS, the proposal of Parsons Transportation Group Inc., with an office located at 2501 Stirling Circle #305, Dunedin, FL 34698, to perform said services was received on May 5, 2022 in response to a competitive solicitation; and

WHEREAS, after negotiations, Parsons Transportation Group Inc. has agreed to perform the required services in an amount not to exceed \$450,000.00 for a period of 24 months; and

WHEREAS, the General Manager, Chief Executive Officer deems the offer of Parsons Transportation Group Inc. to be the most advantageous to the Authority 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 Parsons Transportation Group Inc. to provide signal engineering design and technical support services under Project 19.43 – On-Call Rail Engineering Services - 2022, 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 Parsons Transportation Group 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 \$450,000.00 for a period of 24 months.

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon 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 Parsons Transportation Group Inc. will attempt to exceed the 18% minimum DBE goal assigned to this procurement.

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

Adopted: July 26, 2022

President

Attest: _____
Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: PROJECT 52X – LIGHT RAIL TRACK REHABILITATION REPLACEMENT OF THE EAST 75 TH STREET INTERLOCKING VENDOR: DELTA RAILROAD CONSTRUCTION, INC. AMOUNT: \$3,494,819.00	Resolution No.: 2022-64
	Date: July 21, 2022
	Initiator: Engineering & Project Development 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 action will allow the Authority to enter into a contract to provide construction services for Project 52X – Light Rail Track Rehabilitation Replacement of the East 75th Street Interlocking.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The work to be performed under this contract includes, but is not limited to, the replacement of plates, rail, spikes, clips, crossovers, track surfacing, undercutting, destressing rail, insulated joints, and welding.
- 3.0 **PROCUREMENT BACKGROUND:** The Invitation for Bids ("IFB") was posted on the GCRTA Procurement website and advertised in the local newspapers. Nineteen (19) interested parties, including potential subcontractors, downloaded the solicitation package. Two (2) bids were received and opened on June 16, 2022, with one (1) deemed non-responsive. The one (1) responsive bid is as follows:

Company Name	Total Base Bid
Railroad Construction, Inc.	\$3,494,819.00

The Basis of Award is the lowest responsive bid from a responsible bidder for the Total Base Bid price. Delta Railroad Construction, Inc. was determined to be a responsible bidder. The Total Base Bid price of \$3,494,819.00 from Delta Railroad Construction, Inc. is 8.87% greater than the Engineer's Estimate of \$3,210,000.00.

- 4.0 **AFFIRMATIVE ACTION/DBE BACKGROUND:** All Affirmative Action requirements have been met for this procurement. A 10% DBE goal was established for this procurement. Delta Railroad Construction, Inc. has committed to achieving the DBE participation goal through the utilization of the following DBE firms:

DBE(s) Name/Address	DBE Category	Scope of Work	Amount	Percent
Cook Paving & Construction Co. Brooklyn Heights, OH	African American Female	Asphalt Paving	\$49,505.00	1.4%
Garcia Surveyors, Inc. Brunswick, OH	Hispanic Male	Surveying	\$32,799.00	1.0%
Denise's Flagging & Construction Warrensville Hts., OH	African American Male	Flagging	\$14,080.00	0.4%
Intelligent Polymer Solutions Chardon, OH	Caucasian Female	Material Supply	\$253,913.00 = Value at 60%	7.2%
Total DBE Participation			\$350,297.00	10.0%

- 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 OH-2021-050-307-5307, OH-2021-050-337-5337, OH-2020-044-5337, and 100% local funds, for a total contract amount not to exceed \$3,494,819.00 (\$2,795,855.00 in federal funds which represents 80% of total cost).
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer will allow for the continued degradation of the East 75th Street interlocking.
- 8.0 **RECOMMENDATION:** This project was discussed by the Board of Trustees at the July 12, 2022 Operational Planning & Infrastructure Committee meeting. It is recommended that the bid of Delta Railroad Construction, 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. 2022-64

AUTHORIZING CONTRACT NO. 2022-054 WITH DELTA RAILROAD CONSTRUCTION, INC. FOR PROJECT 52X – LIGHT RAIL TRACK REHABILITATION REPLACEMENT OF THE EAST 75TH STREET INTERLOCKING, AS SPECIFIED AND AS REQUIRED, IN AN AMOUNT NOT TO EXCEED \$3,494,819.00 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Authority deems it necessary to acquire construction services, as required, under Project 52X – Light Rail Track Rehabilitation Replacement of the East 75th Street Interlocking; and

WHEREAS, the bid of Delta Railroad Construction, Inc., located at 2648 West Prospect Road, Ashtabula, Ohio 44004, was received on June 16, 2022 in an amount not to exceed \$3,494,819.00; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid of Delta Railroad Construction, 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 Delta Railroad Construction, Inc. for Project 52X – Light Rail Track Rehabilitation Replacement of the East 75th Street Interlocking, 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 Delta Railroad Construction, Inc. for Project 52X – Light Rail Track Rehabilitation Replacement of the East 75th Street Interlocking.

Section 3. This procurement shall be payable through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to, Capital Grants OH-2021-050-307-5307, OH-2021-050-337-5337, OH-2020-044-5337, and 100% local funds, for a total contract amount not to exceed \$3,494,819.00 (\$2,795,855.00 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 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 Delta Railroad Construction, Inc. will attempt to exceed the 10% minimum DBE goal assigned to this procurement.

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

Adopted: July 26, 2022

President

Attest: _____
Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: FURNISHING OF ENGINE OIL, AS SPECIFIED & AS REQUIRED, FOR A PERIOD OF ONE (1) YEAR VENDOR: VALVOLINE, INC. AMOUNT: NOT TO EXCEED \$332,749.00	Resolution No.: 2022-65 Date: July 21, 2022 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 allow the Authority to enter into a contract for the furnishing of engine oil, as specified and as required, for a period of one year.
- 2.0 DESCRIPTION/JUSTIFICATION: This contract for engine oil is necessary for the maintenance of the Authority's revenue and non-revenue vehicles with gasoline, diesel and CNG fueled engines.
- 3.0 PROCUREMENT BACKGROUND: The Invitation for Bid (IFB) was posted on the GCRTA Procurement web site and advertised in the local newspapers. Eighteen interested parties downloaded the solicitation. Four responsive bids were received on June 29, 2022.

The bid of Valvoline, Inc. has been determined by the Procurement Department to be the lowest responsive bid from a responsible bidder.

Valvoline			
Diesel Gallons	GCRTA Part #	Amount	Extended Total
25,000	61-195	\$ 12.30	\$ 307,500.00
220	61-195a	\$ 12.80	\$ 2,816.00
550	61-187a	\$ 12.90	\$ 7,095.00
220	61-183a	\$ 12.90	\$ 2,838.00
1,000	61-183b	\$ 12.50	\$ 12,500.00
			\$ 332,749.00

Safety Kleen			
Diesel Gallons	GCRTA Part #	Amount	Extended Total
25,000	61-195	\$ 12.99	\$ 324,750.00
220	61-195a	\$ 14.62	\$ 3,216.40
550	61-187a	\$ 12.66	\$ 6,963.00
220	61-183a	\$ 13.24	\$ 2,912.80
1,000	61-183b	\$ 11.55	\$ 11,550.00
			\$ 349,392.20

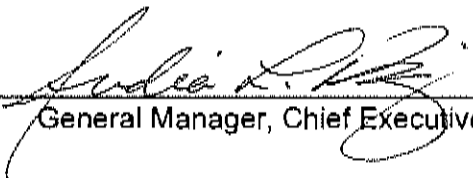
PPC Lubricants			
Diesel Gallons	GCRTA Part #	Amount	Extended Total
25,000	61-195	\$ 13.70	\$ 342,500.00
220	61-195a	\$ 14.40	\$ 3,168.00
550	61-187a	\$ 12.98	\$ 7,139.00
220	61-183a	\$ 13.18	\$ 2,899.60
1,000	61-183b	\$ 12.48	\$ 12,480.00
			\$ 368,186.60

Northeast Lubricants			
Diesel Gallons	GCRTA Part #	Amount	Extended Total
25,000	61-195	\$ 15.75	\$ 393,750.00
220	61-195a	\$ 16.75	\$ 3,685.00
550	61-187a	\$ 15.95	\$ 8,772.50
220	61-183a	\$ 16.65	\$ 3,663.00
1,000	61-183b	\$ 15.65	\$ 15,650.00
			\$ 425,520.50

A price analysis has been performed and the Procurement Department has determined the price to be fair and reasonable to the Authority, given the current market volatility regarding fuel products. The bid price is approximately 38% above the budget estimate.

- 4.0 AFFIRMATIVE ACTION/DBE BACKGROUND: All Affirmative Action requirements have been met. A 0% DBE participation goal was established for this procurement due to the lack of certified DBE firms.
- 5.0 POLICY IMPACT: Does not apply.
- 6.0 ECONOMIC IMPACT: This procurement will be funded through the General Fund, Fleet Management Department budget, in an amount not to exceed \$332,749.00 for the one-year period.
- 7.0 ALTERNATIVES: Reject this offer. Rejection of this offer would impact the Authority's ability to maintain its vehicles.
- 8.0 RECOMMENDATION: It is recommended that the bid of Valvoline, 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. 2022-65

AUTHORIZING CONTRACT NO. 2022-062 WITH VALVOLINE, INC. FOR THE FURNISHING OF ENGINE OIL, AS SPECIFIED AND AS REQUIRED, FOR A PERIOD OF ONE YEAR IN AN AMOUNT NOT TO EXCEED \$332,749.00 (GENERAL FUND, FLEET MANAGEMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority requires the furnishing of engine oil for the Authority's vehicles; and

WHEREAS, the bid of Valvoline, Inc., located at 100 Valvoline Way, Lexington, Kentucky 40509, for the furnishing of engine oil, as specified and as required, for a period of one year was received on June 29, 2022, at unit prices resulting in a total contract amount not to exceed \$332,749.00; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid of Valvoline, 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 Valvoline, Inc. for the furnishing of engine oil, as specified and as required, for a period of one year be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer be and she is hereby authorized to enter into a contract with Valvoline, Inc. for the furnishing of engine oil, as specified and as required, for a period of one year.

Section 3. That said contract shall be funded through the General Fund, Fleet Management Department budget, in an amount not to exceed \$332,749.00 for the one-year period.

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 Valvoline, Inc. 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 26, 2022

President

Attest: _____
Secretary-Treasurer



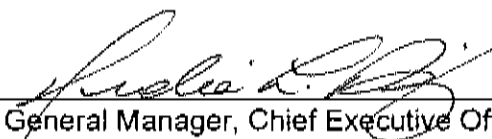
TITLE/DESCRIPTION: CONTRACT: FURNISHING OF SWITCH TIMBERS, AS SPECIFIED & AS REQUIRED, FOR A PERIOD OF ONE YEAR VENDOR: STELLA-JONES CORPORATION AMOUNT: NOT TO EXCEED \$146,334.00	Resolution No.: 2022-66
	Date: July 21, 2022
	Initiator: Power and Way Department
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This resolution will allow the Authority to enter into a contract for the furnishing of replacement switch timbers, as specified and as required, for a period of one year.
- 2.0 **DESCRIPTION/JUSTIFICATION:** This contract covers the requirements for the manufacture, treatment and delivery of switch timbers. These get worn and damaged over time and must be replaced. These switch timbers are also used during the rehabilitation of the Authority's right of way on all rail lines.
- 3.0 **PROCUREMENT BACKGROUND:** The Invitation for Bids (IFB) was posted on the GCRTA Procurement web site and advertised in the local newspapers. Two interested parties downloaded the solicitation. One responsive bid was received on June 22, 2022. The bid of Stella-Jones Corporation, in an amount not to exceed \$146,334.00, has been determined by the Procurement Department to be the lowest responsive bid from a responsible bidder. The purchase quantity of 1,010 switch timbers includes 16 various sizes at unit prices ranging from \$100.10 to \$260.60.

A price analysis has been performed and the Procurement Department has determined the price to be fair and reasonable to the Authority. The bid price is approximately 4% above the budget estimate.
- 4.0 **AFFIRMATIVE ACTION/DBE BACKGROUND:** All Affirmative Action requirements have been met. A 0% DBE participation goal was established due to the lack of certified DBE firms.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** This procurement shall be payable through the RTA Development Fund, Power and Way Department budget, including but not limited to, Capital Grant OH-2021-050-337, in an amount not to exceed \$146,334.00 (\$117,067.20 in federal funds which represent 80% of the total cost) for the one-year period.
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would impact the Authority's ability to maintain its rail system.
- 8.0 **RECOMMENDATION:** It is recommended that the bid of Stella-Jones Corporation 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. 2022-66

AUTHORIZING CONTRACT NO. 2022-063 WITH STELLA-JONES CORPORATION FOR THE FURNISHING OF SWITCH TIMBERS, AS SPECIFIED AND AS REQUIRED, IN AN AMOUNT NOT TO EXCEED \$146,334.00 FOR A PERIOD OF ONE YEAR (RTA DEVELOPMENT FUND, POWER AND WAY DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority has a recurring requirement to replace treated timber switches on the Authority's rail system; and

WHEREAS, the bid of Stella-Jones Corporation, located at 1000 Cliff Mine Road, Suite #500, Pittsburgh, PA 15275, for the furnishing of 1,010 switch timbers, as specified and as required, for a period of one year, was received on June 22, 2022, at unit prices resulting in a total contract amount not to exceed \$146,334.00; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid of Stella-Jones Corporation 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 Stella-Jones Corporation for the furnishing of up to 1,010 switch timbers, as specified and as required, for a period of one year be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer be and she is hereby authorized to enter into a contract with Stella-Jones Corporation for the furnishing of switch timbers, as specified and as required, for a period of one year.

Section 3. This procurement shall be payable through the RTA Development Fund, Power and Way Department budget, including but not limited to, Capital Grant OH-2021-050-337, in an amount not to exceed \$146,334.00 (\$117,067.20 in federal funds which represent 80% of the total cost) for the one-year period.

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 Stella-Jones Corporation 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 26, 2022

President

Attest: _____
Secretary-Treasurer

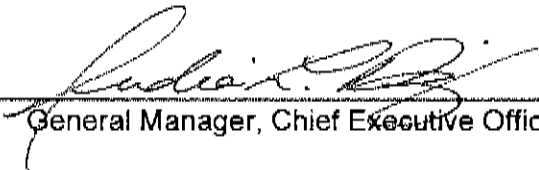


TITLE/DESCRIPTION: CONTRACT: MICROSOFT ENTERPRISE LICENSE AGREEMENT FOR A PERIOD OF THREE YEARS		Resolution No.: 2022-67
VENDOR: DELL MARKETING L.P.		Date: July 21, 2022
AMOUNT: AMOUNT NTE \$787,140.12 FOR YEAR ONE, AMOUNT NTE \$895,096.92 FOR YEAR TWO, AMOUNT NTE \$922,881.72 FOR YEAR THREE, FOR A TOTAL AMOUNT NTE \$2,605,118.76		Initiator: Innovation and Technology 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 allow the Authority to enter a contract for the furnishing of a Microsoft Enterprise License Agreement from the State of Ohio, Department of Administrative Services, Cooperative Purchasing Agreement for a period of three (3) years.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The Authority's current PCs and the majority of the file servers use Microsoft operating systems and applications to conduct daily business across the Authority. In order to legally upgrade the Authority's operating systems and applications to the latest supported releases, GCRTA must either purchase individual licenses for each PC and server or enter into an Enterprise License Agreement. An Enterprise License Agreement will be less costly than purchasing upgrades individually for each PC and server and includes technical support services from Microsoft. It also includes Software Assurance, which entitles GCRTA to software upgrades for the duration of the agreement. Microsoft requires a three-year commitment for an Enterprise License Agreement. The Agreement will include Windows desktop operating systems, Microsoft Office Professional Plus products including: Word, Excel, PowerPoint, Access, One Note, and Publisher, as well as SQL Server, Windows Server Standard and Data Center and VDI licenses. This Enterprise License Agreement will renew the licenses obtained under the original agreement three years ago and the subsequent agreement from 2020.
- 3.0 **PROCUREMENT BACKGROUND:** Section 306.43 (H)(4) 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 Administrative Services, for the purchase of supplies, services, equipment, and certain materials. Section 410.03 of the Authority's Codified Rules and Regulations authorizes the General Manager, Chief Executive Officer to utilize the State of Ohio Cooperative Purchasing Program. The contract amount shall not exceed \$787,140.12, for year one, not exceed \$895,096.92 for year two, and not exceed \$922,881.72 for year three, for a total contract amount not to exceed \$2,605,118.76 for a period of three years.
- 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:** The contract will be funded through the General Fund, Innovation and Technology Department budget, in amounts not to exceed \$787,140.12, for year one, \$895,096.92 for year two, and \$922,881.72 for year three, for a total contract amount not to exceed \$2,605,118.76 for a period of three years.
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would leave our Microsoft products unlicensed, unsupported and would jeopardize the functionality of critical systems vital to the organization.
- 8.0 **RECOMMENDATION:** This procurement was discussed by the Board of Trustees at the July 12, 2022 Organizational Services & Performance Monitoring Committee meeting. It is recommended that the offer of Dell Marketing L.P. be accepted, and the resolution passed authorizing the General Manager, Chief Executive Officer to enter 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. 2022-67

AUTHORIZING CONTRACT NO. 2022-75 WITH DELL MARKETING L.P. FOR THE FURNISHING OF A MICROSOFT ENTERPRISE LICENSE AGREEMENT THROUGH THE STATE OF OHIO, DEPARTMENT OF ADMINISTRATIVE SERVICES, COOPERATIVE PURCHASING PROGRAM, AS SPECIFIED, IN AMOUNTS NTE \$787,140.12 FOR YEAR ONE, \$895,096.92 FOR YEAR TWO, AND \$922,881.72 FOR YEAR THREE, FOR A TOTAL CONTRACT AMOUNT NTE \$2,605,118.76 FOR A THREE-YEAR PERIOD (GENERAL FUND, INNOVATION AND TECHNOLOGY DEPARTMENT BUDGET)

WHEREAS, the Authority requires the ability to update the Authority's operating systems and applications to the latest supported releases via a Microsoft Enterprise License Agreement; and

WHEREAS, the Microsoft Enterprise License Agreement is available through the State of Ohio, Department of Administrative Services, Cooperative Purchasing Program through Dell Marketing L.P., located at One Dell Way, Round Rock, TX 78682, at amounts not to exceed \$787,140.12, for year one, \$895,096.92 for year two, and \$922,881.72 for year three, for a total contract amount not to exceed \$2,605,118.76 for a three-year period; and

WHEREAS, Section 306.43 (H)(4) 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 Administrative Services; and

WHEREAS, the Board of Trustees authorized utilization of the Cooperative Purchasing Program in Section 410.03 of the Authority's Codified Rules and Regulations; and

WHEREAS, the General Manager, Chief Executive Officer deems it is in the best interest of the Authority to procure the Enterprise License Agreement from Dell Marketing L.P. utilizing the Cooperative Purchasing Program 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 offer of Dell Marketing L.P. for furnishing a Microsoft Enterprise License Agreement 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 Dell Marketing L.P. for furnishing a Microsoft Enterprise License Agreement for a period of three years.

Section 3. That this procurement will be funded through the General Fund, Innovation and Technology Department budget, in amounts not to exceed \$787,140.12 for year one, \$895,096.92 for year two, and \$922,881.72 for year three, for a total contract amount not to exceed \$2,605,118.76 for the three-year period.

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, 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 Dell Marketing L.P. 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 26, 2022

President

Attest: _____
Secretary-Treasurer

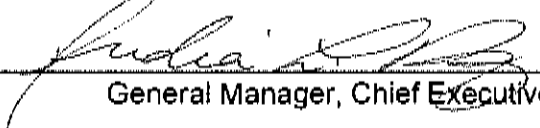


Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION: AMENDING APPROPRIATIONS FOR THE CURRENT EXPENSES AND OTHER EXPENDITURES FOR THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY, AS ADOPTED IN RESOLUTION NO. 2021-112, TO INCREASE THE TRANSFERS TO THE RESERVE FUND BY \$50,000,000 AND THE CAPITAL IMPROVEMENT FUND BY \$4,497,292	Resolution No.: 2022-68
	Date: July 21, 2022
	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 authorize an amendment to increase the appropriation in the General Fund to increase the transfer to the Reserve Fund for the Revenue Stabilization sub-fund and the transfer to the Capital Improvement Fund.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The proposed amendment will authorize an increase in the overall appropriations budget for Fiscal Year ("FY") 2022 by \$54.5 million to be transferred to the Reserve Fund for the Revenue Stabilization sub-fund (\$50,000,000) and Capital Improvement Fund (\$4,497,292).
- 3.0 **PROCUREMENT BACKGROUND:** Does not apply.
- 4.0 **DBE/AFFIRMATIVE ACTION BACKGROUND:** Does not apply.
- 5.0 **POLICY IMPACT:** The FY 2022 Budget provides for the revenues and expenditures of the Authority. The increased appropriation in the General Fund will enable funding to be transferred to the Reserve Fund for the Revenue Stabilization sub-fund and the Capital Improvement Fund.
- 6.0 **ECONOMIC IMPACT:** This amendment will increase the transfers to the Reserve Fund by \$50.0 million and Capital Improvement Fund by \$4.5 million. The funds transferred to the Reserve Fund will be set aside until they are needed to maintain the 1-month ending balance in the General Fund. The transfer to the Capital Improvement Fund will be utilized to maintain the state of good repair of current assets.
- 7.0 **ALTERNATIVES:** Modify or not approve the budget amendment as proposed. This would impact the Authority's ability to reserve funding for economic downturns or capital projects.
- 8.0 **RECOMMENDATION:** The proposed 2022 Amended General Fund Budget was reviewed by the Operational Planning & Infrastructure Committee on July 12, 2022 and is recommended for adoption. It is recommended that the Board of Trustees approve the FY 2022 Amended General Fund Budget as proposed herein.
- 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. 2022-68

AMENDING APPROPRIATIONS FOR THE CURRENT EXPENSES AND OTHER EXPENDITURES FOR THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY, AS ADOPTED IN RESOLUTION NO. 2021-112, TO INCREASE THE TRANSFERS TO THE RESERVE FUND BY \$50,000,000 AND THE CAPITAL IMPROVEMENT FUND BY \$4,497,292

WHEREAS, the Authority has both a legal and managerial requirement to establish the revenues to be received for the upcoming fiscal year, including all taxes, user fees, and other types of revenues, as well as estimates of all expenditures or outlays for the operation of this public transportation system in the fiscal year to be paid or met from said revenue; and

WHEREAS, in order to meet those requirements, a budget for the Greater Cleveland Regional Transit Authority for the fiscal year beginning January 1, 2022 and ending December 31, 2022 ("FY 2022") was prepared; and

WHEREAS, the Reserve Fund helps to protect the Authority from future economic downturns, as well as significant increases in fuel and hospitalization costs, to financially plan for payment of earned vacation hours when an employee separates or retires, to establish a method to account for future budget years with 27 pay periods, to accumulate sufficient funds to replace the Authority's aging revenue vehicles, and to accumulate funds to protect against substantial decreases in revenues; and

WHEREAS, the Capital Improvement Fund is used for the construction and acquisition of major capital projects for the capital improvement program of the Greater Cleveland Regional Transit Authority; and

WHEREAS, it is in the best interest of the Authority to increase the transfer in the General Fund to the Reserve Fund by \$50.0 million, for the Revenue Stabilization sub-fund; and transfer to the Capital Improvement Fund by \$4.5 million; and

WHEREAS, the Board of Trustees adopted the FY 2022 General Fund Budget on December 21, 2021 through Resolution No. 2021-112; and

WHEREAS, the Operational Planning & Infrastructure Committee of the Board of Trustees reviewed and discussed the proposed increase to the FY 2022 General Fund Budget on July 12, 2022 and recommended its approval by the Board on July 26, 2022.

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

Section 1. That the appropriations for the current expenses and other expenditures of the Authority, during the period of January 1, 2022 through December 31, 2022 ("Fiscal Year 2022"), as set forth in Resolution No. 2021-112, adopted by the Board on December 21, 2021 are hereby amended as follows:

Amended General Fund Balance Analysis

	2021 Actual	2022 Budget	2022 Amended	Variance
Beginning Balance	\$ 132,581,757	\$ 62,360,626	\$ 62,360,626	
Revenue				
Passenger Fares	21,541,061	21,719,563	21,719,563	-
Advertising & Concessions	1,228,020	1,390,000	1,390,000	-
Sales & Use Tax	239,341,747	242,986,048	242,986,048	-
CRRSAA Federal Funding	67,416,466	-	-	-
ARP Federal Funding	54,815,088	81,199,333	81,199,333	-
Investment Income	97,478	600,000	600,000	-
Other Revenue	854,246	1,500,000	1,500,000	-
Reimbursed Expenditures	14,804,933	5,000,000	5,000,000	-
Transfer from Reserve Fund (Revenue Stabilization)	-	-	-	-
Total Revenue	400,099,039	354,394,944	354,394,944	0
Total Resources	532,680,796	416,755,570	416,755,570	0
Operating Expenditures				
Salaries and Overtime	140,088,330	150,098,342	150,098,342	-
Payroll Taxes and Fringes	57,491,909	58,810,762	58,810,762	-
Fuel (Diesel, CNG, Prop. Pwr., Gas)	8,101,694	10,451,419	10,451,419	-
Utilities	4,700,271	4,179,636	4,179,636	-
Inventory	12,773,812	13,100,000	13,100,000	-
Services and Material & Supplies	18,818,101	21,866,701	21,866,701	-
Purchase Transportation	9,335,470	9,150,000	9,150,000	-
Other Expenditures	6,018,115	7,100,010	7,100,010	-
Total Operating Expenditures	257,327,702	274,756,870	274,756,870	0
Transfers to (from) Other Funds				
Transfer to (from) the Insurance Fund	2,100,000	2,500,000	2,500,000	-
Transfer to (from) the Pension Fund	45,000	40,000	40,000	-
Transfers to Reserve Fund	95,878,615	10,878,615	60,878,615	(50,000,000)
Transfers from the Reserve Fund	0	0	-	-
Transfers to (from) Capital				
Bond Retirement Fund	13,835,408	11,500,000	11,500,000	-
Bond Defeasance	57,734,586	0	-	-
Capital Improvement Fund	43,398,859	40,228,465	44,725,758	(4,497,292)
Total Transfers to (from) Capital	114,968,853	51,728,465	56,225,758	(4,497,292)
Total Transfers to (from) Other Funds	212,992,468	65,147,080	119,644,373	(54,497,292)
Total Expenditures	470,320,170	339,903,950	394,401,243	(54,497,292)
Available Ending Balance	\$ 62,360,626	\$ 76,851,620	\$ 22,354,328	\$ 54,497,292

Section 2. That all other provisions of the appropriations for the current expenses and other expenditures of the Authority, during Fiscal Year 2022, as set forth in Resolution No. 2021-112, not otherwise amended, shall remain in full force and effect.

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

Adopted: July 26, 2022

President

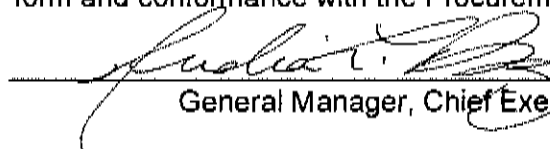
Attest: _____
Secretary-Treasurer



TITLE/DESCRIPTION: ADOPTING GCRTA TAX BUDGET FOR THE 2023 FISCAL YEAR	Resolution No.: 2022-69
	Date: July 21, 2022
	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, 2023 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 the reasons described in part 5.0 below.
- 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. 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 for development of the 2023 appropriations budget. Failing to 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 2023 Tax Budget is presented with a beginning balance estimated at \$38.69 million and \$301.81 million in revenues, the largest source from the Sales & Use Tax estimated at \$259.00 million. Total resources are budgeted at \$340.50 million. Operating expenditures are budgeted at \$275.48 million and transfers to other funds equal \$41.87 million for total expenditures of \$317.36 million. The ending balance for the 2023 Tax Budget is budgeted at \$23.15 million, which represents a 1.0-month operating reserve.
- 7.0 ALTERNATIVES: Not adopting the Tax Budget. This would put at risk the Authority's demonstrating fiscal prudence.
- 8.0 RECOMMENDATION: This budget was reviewed by the Operational Planning & Infrastructure Committee on July 12, 2022. It is recommended that the 2023 Tax Budget be adopted and filed.
- 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. 2022-69

ADOPTING THE TAX BUDGET OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023 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, 2023, 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 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 12, 2022 on said budget, of which public notice was given by publication in the Plain Dealer on June 26, 2022, and in the Call and Post on June 23, 2022.

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, 2023, 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, 2023.

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: 2023 Tax Budget Transmittal Letter and Fund Statements.

Adopted: July 26, 2022

President

Attest: _____
Secretary-Treasurer

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

2023

TAX BUDGET



2023 TAX BUDGET

To: Rev. Charles P. Lucas, President
and Members, Board of Trustees

Date: July 7, 2022

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

Subject: FY 2023 Tax Budget

EXECUTIVE SUMMARY

The 2023 Tax Budget is an initial analysis of the financial trends affecting revenues, with preliminary 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.

The COVID-19 pandemic continues to challenge expectations and has refined how the Authority responds to crises. The challenges we faced improved the overall resilience and preparedness of the Authority, and the past year has been one of great progress.

The Authority continues to manage the effects of the pandemic and continues the commitment made to our customers and the community. As in the mission, **Connecting the Community**, the Authority is transitioning the current mobile ticketing app (RTA CLE) to Transit App with Ezfare. Customers will be able to purchase tickets on multiple agencies (transit agencies, Uber, Lyft, scooters, etc), as well as have the same features available as the current app, such as see when the next bus will arrive and plan trips. This transition will also provide for validators on our vehicles for more efficient service. The final transition will take place in the 4th Quarter of 2022.

In the 3rd Quarter, the Authority will launch the “Transit Ambassador” program. The program will consist of eight Ambassadors and two Community Outreach Specialists who will interact with customers and provide information for purchasing passes, routes, getting on/off the bus, reporting safety issues, and much more. The Community Outreach Specialists will be available to assist customers to other community services if needed.

The RTA’s “Rides to Community Immunity” bus has provided Covid-19 vaccines in collaboration with Care Alliance Health Center to multiple communities in the greater Cleveland area. It is through partnerships like this that we are able to remove barriers to care and promote equitable access bringing the vaccines directly to the community.

During the past two years, the Authority has received federal stimulus funding under the Coronavirus Aid Relief and Economic Securities (CARES) Act, Coronavirus Response & Relief Supplemental Act (CRRSAA) and in March 2021 the American Rescue Plan (ARP) allowing the Authority to strategically use sales tax funding to maintain financial sustainability. Approximately \$60 million of sales tax funding was used to retire a portion of outstanding debt. This available sales tax funding will be used toward unfunded and underfunded capital projects. The Authority remains committed to replacing its aging rail fleet, infrastructure and right-of-way, and investing in the community

General Fund Assumptions

Inflation

Assumption:

3.0%

Rationale:

The Federal Reserve never anticipated inflation this severe, the Fed's policymakers had forecast that consumer inflation would stay below their 2% annual target and end 2021 at around 1.8%. For the past 12 months that ended in April, the annual inflation rate is 8.3% after increasing to 8.5% in March. This is the fastest jump since 1981, surpassing February's 7.9%.

At the March 16, 2022 meeting, the Fed projected core inflation in 2022 to drop to 4.1% as a result of monetary policy being enacted. Many economists foresee inflation staying well above the Fed's 2% annual target this year but will likely end 2022 at a high rate of about 6.3%. In 2023 the rate should fall faster, down to 3.0% by the end of the year.

Interest Rates

Assumption:

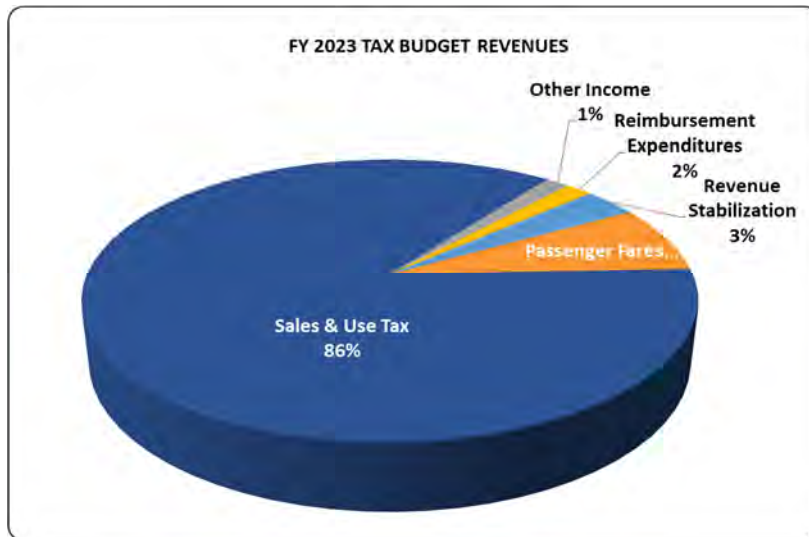
2.5%

Rationale:

The Federal Reserve announced at its May 4th meeting that it would be increasing its target for the Federal Funds Rate (FFR) by 0.50% marking the first increase since 2018. The Fed has radically changed course largely in response to the inflationary pressures. The Federal Reserve raised its benchmark short-term rate by a quarter-point and is expected to keep raising it, probably aggressively, well into 2023.

The Fed projects there will be five more federal funds rate increases this year: Two half-point hikes and three quarter-point increases, bringing the federal funds interest rate to 2.5% by the end of the year.

REVENUES



Passenger Fares

Assumption:

\$23.3M

Rationale:

Actual Passenger Fare revenue received through May 2022 totaled \$10.8 million. This amount is 22.0% above 2021 actual receipts for the same period. Total Passenger Fares for 2022 are estimated at \$23.0 million, 6.9% above 2021 actual revenues. Based on current trends, we are projecting ridership to continue to increase slowly in 2023. Total passenger fares for 2023 are projected to increase by 1.0%.

Advertising & Concessions

Assumptions:

Advertising Contract and Concessions

\$2.0M

**Naming Rights: HealthLine, CSU Line,
and MetroHealth Line**

\$485K

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, which 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 and Huntington Bank for various shelters along the HealthLine. The Advertising & Concessions category is projected to total \$2.5 million in 2023 and is projected to remain steady each year thereafter for 2024 through 2026 based on contractual terms.

Sales & Use Tax Revenue

Assumptions:

Sales & Use Tax

\$259.0M

Rationale:

Sales Tax for 2022 is estimated to increase 5.6% compared to 2021. The Authority receives a 1.0% Sales and Use Tax on sales of tangible personal property and on other transactions subject to the state Sales and Use Tax within Cuyahoga County. The 1% tax is of unlimited duration and was approved by the voters of Cuyahoga County in July 1975. The tax is levied and collected at the same time and on the same transactions as the permanent 5.25% Sales and Use Tax levied by the State, plus the 0.5% temporary state tax, 1.0% levied by Cuyahoga County and a special 0.25% levied by Cuyahoga County.

The estimate for the 2023 Tax Budget is based on actual receipts through May 2022, with projections anticipating slow recovery in consumer spending. Sales tax receipts are projected to increase by 2.5% in 2023 and by 2.0% in 2024 as the economy continues to rebound.

Investment Income

Assumption:

\$600K

Rationale:

The estimate for Investment Income for 2023 total \$600,000. The Federal Reserve Bank anticipates interest rates to increase to 2.5% by the end of 2022 and another quarter-point is expected in FY 2023. The estimated Investment Income is based on an average rate earned over the prior three years. The Investment Income is projected to remain constant in FY 2022 and FY 2023, then dropping slightly the next two years, this estimate is based on the current carrying balances. In 2022, the Authority has received an average yield of 1.05% on all investments.

Other Revenue

Assumptions:

\$11.5M

Rationale:

This revenue category includes various miscellaneous receipts from contractors, hospitalization, claim reimbursements, rent, salvage sales, transfers from the revenue stabilization fund, and sale of identification cards. The estimated \$10 million revenue stabilization is reserved to be transferred to the General Fund to ensure a one-month operating ending balance. The amount received may fluctuate annually. For the 2023 Tax Budget, Other Revenue is budgeted at \$11.5 million.

Reimbursed Expenditures

Assumptions:

Preventive Maintenance Activities

\$1.0M

Reimbursed Labor

\$2.0M

Other Reimbursements

\$2.0M

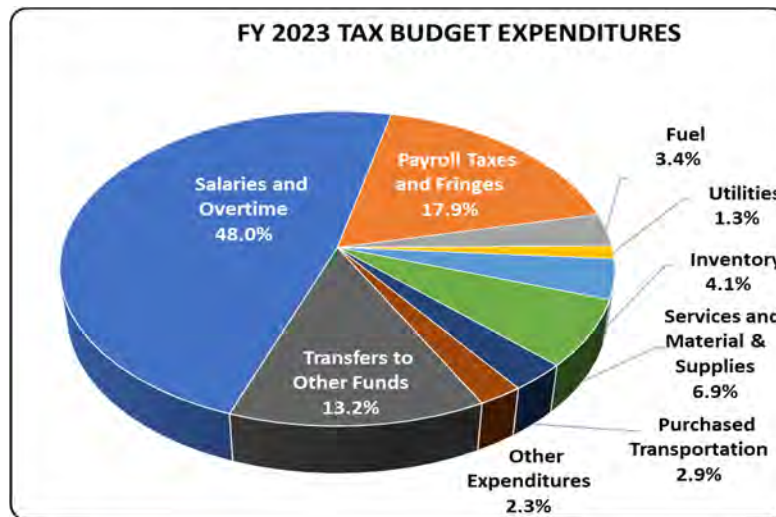
Total

\$5.0M

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 2023 Tax Budget, revenues from Reimbursed Expenditures are budgeted at \$5.0 million. For FY 2023 and FY 2024 the authority will retain \$1.0 million of preventive maintenance funds. This will enable the Authority to use the grant funding for unfunded and underfunded capital projects. Other reimbursements include reimbursed labor, and other reimbursements, which are projected at \$2.0 million each.

EXPENDITURES



Salaries and Overtime

Assumption:

\$152.2M

Rationale:

Total salaries and overtime for the 2023 Tax Budget are estimated at \$152.2 million and account for 47.9% of RTA’s General Fund expenses. Total wages for 2023, including payroll taxes and fringes, are estimated to increase by 0.9% compared to FY 2022 projection. This increase is based on negotiated union payouts and salary increases negotiated and announced during the current fiscal year.

Payroll Taxes and Fringes

Assumption:

\$56.7M

Rationale:

Payroll Taxes and Fringe Benefits are budgeted at \$56.7 million for the 2023 Tax Budget and account for about 17.9% of General Fund expenses. The main expenses include payroll taxes, health care, prescription, vision, dental, uniform allowances, Medicare and PERS (pension) expenses.

Fuel

Assumptions:

<i>Diesel Fuel</i>	<i>\$3.0M</i>
<i>Gasoline</i>	<i>\$1.2M</i>
<i>Propane</i>	<i>\$0.2M</i>
<i>Propulsion Power</i>	<i>\$2.6M</i>
<i>Compressed Natural Gas</i>	<i>\$2.5M</i>
<i>Diesel Fuel Tax</i>	<i>\$1.2M</i>
<i>Total</i>	<i>\$10.7M</i>

Rationale:

The Energy Price Risk Management Program has helped to stabilize the cost of fuel, which has been one of GCRTA's most volatile expenses. The Authority's diesel fuel usage has decreased over the years as more CNG buses are placed into service and older diesel vehicles are retired. For 2023, 20 new CNG buses are planned to be placed in operation and diesel fuel usage will once again decrease as these newer buses are introduced.

Other Expenditures

Assumptions:

<i>Utilities</i>	<i>\$4.3M</i>
<i>Inventory</i>	<i>\$13.2M</i>
<i>Services & Materials</i>	<i>\$22.0M</i>
<i>Purchased Transportation/ADA</i>	<i>\$9.2M</i>
<i>Other Expenditures</i>	<i>\$7.2M</i>
<i>Total</i>	<i>\$55.9M</i>

Rationale:

The Utilities category includes natural gas (for facility heating), water/sewer, electricity, and telephone expenses. This category is budgeted at \$4.3 million for the 2023 Tax Budget or 1.3% of all General Fund expenditures. Electricity and natural gas usage are managed through the contracts. The current contract for electricity began in 2018, which stabilized costs through 2021 at favorable prices for the Authority. A new contract for electricity took effect May 2022 extending slightly higher rates until 2027. Natural gas commodity costs are locked in through mid-2026.

Inventory is budgeted at \$13.2 million, or 4.1% 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 Authority continues to implement the predictive maintenance program that started in 2015, where 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 \$22.0 million for the 2023 Tax Budget, 6.9% of all General Fund expenditures. The out years are planned to increase slightly each year based on contracts and inflation.

Purchased Transportation/ADA is budgeted at \$9.2 million for the 2023 Tax Budget. The Authority entered into 3 new contracts in June 2019 with an option to extend the contract two

additional years with Provide-A-Ride, Senior Transportation Connection, and GC Logistics. The “Other Expenditures” category include travel and meeting expenses, claims, and other miscellaneous expenses. For the 2023 Tax Budget, \$7.2 million is budgeted for this category.

Transfers

Assumption:

<i>Bond Retirement</i>	<i>\$9.3M</i>
<i>Capital Improvements</i>	<i>\$19.2M</i>
<i>Insurance Fund</i>	<i>\$2.5M</i>
<i>Reserve Fund</i>	<i>\$10.9M</i>
<i>Total</i>	<i>\$41.9M</i>

Rationale:

Transfers shown for the Bond Retirement are for the debt service less the investment income earned in the Bond Retirement Fund. The \$9.3 million transfer to the Bond Retirement Fund for 2023 is needed to pay the principal and interest on all debt for 2023, as well as to 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 11.0%, 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 \$2.5 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 2023 Fiscal Year. A transfer of \$10.9 million to the Reserve Fund will cover a \$10 million transfer for rail vehicles and \$0.9 million which covers 1/12 of 27th pay expenses.

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 2023 Tax Budget yields a 9.6% ratio, which is below the policy objective. The Operating Ratio for 2022 is estimated at 9.7%. Ridership fell over 50% due to the COVID-19 pandemic and has not returned to pre-pandemic levels. These ratios will not be met even though ridership is slowly increasing

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 projected ending balance of \$23.1 million, the Operating Reserve for the 2023 Tax Budget is budgeted at 1.0 months. The Operating Reserves planned for 2024 is estimated at 1.0 month. The financial assistance received under the CARES Act, CRRSAA and ARP have helped sustain operations during the pandemic. The positive ending balance will ensure a level of stability in mitigating lingering effects of the pandemic on ridership and passenger fare revenue into 2024

Growth per Year: This policy requires that growth in the cost per hour of service from year to year be 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 inflation estimates for 2023 is 3.0%. The 2023 Tax Budget estimates the cost per hour of service at \$165.2, which is 1.8% above FY 2023. This indicator is projected to be met.

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 2023 Tax Budget estimates the debt service coverage at 4.57, above Board policy minimum of 1.50. The debt service coverage is projected to be 4.50 in 2024. The authority reduced its debt by \$57.7 million in 2021, which has reduced the annual interest to be paid in future years.

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 11.0%, this indicator is projected to be met.

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 2023 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. For the next three years, the funds received from Preventive Maintenance (PM) reimbursement will be reduced to \$1 million. This will enable funding to be used for unfunded or underfunded capital projects.

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

The 2023 through 2027 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 24 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 funds 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. Debt service payments of \$9.5 million are expected in 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 includes a combination of self and purchased insurance coverages. Projected activities in 2023 include a combined \$2.9 million for premium outlays and payments for the settlement of claims. This will require a \$2.5 million transfer from the General Fund to maintain the recommended fund balance set 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 2023 include \$1,100 of revenue from investment income, projected benefit payments of \$9,000 for remaining employees. An actuarial study is performed every two years to assess the adequacy of these funds. The authority retains a 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. Total expenditures for FY 2023 are estimated at \$20,000.

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 an account for budget years with 27 pay periods. A transfer of \$10.9 million is budgeted in the 2023 Tax Budget for replacement of rail vehicles and 27th pay period expenses. In 2023, a transfer of \$10 million will be made to the RTA Development Fund for the Rail Car Replacement and a transfer of \$10 million will be made to the General Fund from the Revenue Stabilization fund, ensuring a 1-month operating reserve at year-end.

In summary, four of the six financial goals meet the Board Policy Goals for the 2023 Tax Budget. The stimulus funding has helped to maintain a strong position during the pandemic. The Authority's biggest challenge is keeping up with the aging infrastructure and SOGR needs, where Federal, State and Local capital funding is crucial.

ATTACHMENT A
General Fund Balance Analysis

	2021 Actual	2022 Projection	2023 Tax Budget	2024 Plan	2025 Plan
Beginning Balance	\$ 132,581,757	\$ 62,360,626	\$ 38,693,242	\$ 23,147,744	\$ 22,675,201
Revenue					
Passenger Fares	21,541,061	23,022,671	23,252,898	23,601,691	23,955,717
Advertising & Concessions	1,228,020	2,457,450	2,457,450	2,457,450	2,457,450
Sales & Use Tax	239,341,747	252,700,000	259,000,000	264,180,000	266,821,800
CRRSAA Federal Funding	67,416,466	-	-	-	-
ARP Federal Funding	54,815,088	81,199,333	-	-	-
Investment Income	97,478	600,000	600,000	500,000	400,000
Other Revenue	854,246	1,500,000	1,500,000	1,500,000	1,500,000
Reimbursed Expenditures	14,804,933	5,000,000	5,000,000	5,000,000	5,000,000
Transfer from Reserve Fund (Revenue Stabilization)	-	-	10,000,000	26,500,000	32,000,000
Total Revenue	400,099,039	366,479,454	301,810,348	323,739,141	332,134,967
Total Resources	532,680,796	428,840,080	340,503,590	346,886,885	354,810,168
Operating Expenditures					
Salaries and Overtime	140,088,330	151,678,474	152,183,359	156,052,315	166,222,023
Payroll Taxes and Fringes	57,491,909	55,327,234	56,753,344	58,292,662	58,863,044
Fuel (Diesel, CNG, Prop. Pwr., Gas)	8,101,694	10,286,133	10,693,388	10,742,931	10,713,493
Utilities	4,700,271	4,262,001	4,262,001	4,298,163	4,299,026
Inventory	12,773,812	11,503,277	13,200,000	13,300,000	13,400,000
Services and Material & Supplies	18,818,101	22,210,336	22,042,918	22,172,886	22,615,857
Purchase Transportation	9,335,470	8,708,990	9,150,000	9,235,850	9,321,708
Other Expenditures	6,018,115	6,566,020	7,202,221	7,178,462	7,188,852
Total Operating Expenditures	257,327,702	270,542,465	275,487,231	281,273,270	292,624,003
Transfers to (from) Other Funds					
Transfer to (from) the Insurance Fund	2,100,000	2,500,000	2,500,000	3,000,000	3,000,000
Transfer to (from) the Pension Fund	45,000	-	-	-	-
Transfers to Reserve Fund	95,878,615	60,878,615	10,878,615	10,878,615	10,878,615
Transfers from the Reserve Fund	-	-	-	-	(5,500,000)
Transfers to (from) Capital					
Bond Retirement Fund	13,835,408	11,500,000	9,276,125	9,105,783	9,456,208
Bond Defeasance	57,734,586	-	-	-	-
Capital Improvement Fund	43,398,859	44,725,758	19,213,875	19,954,017	20,184,788
Total Transfers to (from) Capital	114,968,853	56,225,758	28,490,000	29,059,800	29,640,996
Total Transfers to (from) Other Funds	212,992,468	119,604,373	41,868,615	42,938,415	38,019,611
Total Expenditures	470,320,170	390,146,838	317,355,846	324,211,685	330,643,614
Available Ending Balance	\$ 62,360,626	\$ 38,693,242	\$ 23,147,744	\$ 22,675,201	\$ 24,166,554

ATTACHMENT B

2023 Tax Budget Financial Policy Goals							
		Goal	2021 Actual	2022 Projection	2023 Tax Budget	2024 Plan	2025 Plan
Operating Efficiency	Operating Ratio	$\geq 25\%$	8.9%	9.7%	9.6%	9.5%	9.2%
	Cost per Service Hour		\$154.3	\$162.3	\$165.2	\$168.7	\$175.5
	Growth per Year	\leq Rate of Inflation	0.0%	5.2%	1.8%	2.1%	4.0%
	Operating Reserve (Months)	≥ 1 month	2.9	1.7	1.0	1.0	1.0
Capital Efficiency	Debt Service Coverage	≥ 1.5	3.13	9.35	4.57	4.50	4.12
	Sales Tax Contribution to Capital	$\geq 10\%$	48.0%	22.3%	11.0%	11.0%	11.1%
	Capital Maintenance to Expansion	75% - 90%	100.0%	100.0%	100.0%	100.0%	100.0%

ATTACHMENT C

Capital Improvement Fund Balance Analysis

	2021 Actual	2022 Projection	2023 Tax Budget	2024 Plan	2025 Plan
Beginning Balance	\$ 32,437,292	\$ 148,525,235	\$ 176,326,453	\$ 176,103,432	\$ 176,325,679
Revenue					
Transfer from General Fund	43,398,859	44,725,758	19,213,875	19,954,017	20,184,788
Transfer from Reserve Fund	49,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Investment Income	118,933	265,000	265,000	265,000	765,000
Federal Capital Grants	87,419,866	133,449,281	64,062,635	65,652,635	65,652,635
CARES Act / CRRSAA Assistance	67,416,467	-	-	-	-
ARP Assistance	-	81,199,333	-	-	-
State Capital Grants	-	9,336,598	19,336,598	19,336,598	19,336,598
Other Revenue	6,587,238	-	24,225,000	35,891,286	34,500,000
Total Revenue	253,941,363	278,975,970	137,103,108	151,099,536	150,439,021
Total Resources	286,378,655	427,501,205	313,429,560	327,202,968	326,764,701
Expenditures					
Capital Outlay	70,436,953	169,975,419	137,326,128	150,877,289	149,028,209
Capital Outlay - CARES Act / CRRSAA	67,416,467	-	-	-	-
ARP Assistance	-	81,199,333	-	-	-
Total Expenditures	137,853,420	251,174,752	137,326,128	150,877,289	149,028,209
Available Ending Balance	\$ 148,525,235	\$ 176,326,453	\$ 176,103,432	\$ 176,325,679	\$ 177,736,492

ATTACHMENT D
Bond Retirement Fund Balance Analysis

	2021 Actual	2022 Projection	2023 Tax Budget	2024 Plan	2025 Plan
Beginning Balance	\$ 5,946,363	\$ 4,114,410	\$ 3,874,210	\$ 3,811,885	\$ 3,539,718
Revenue					
Transfer from General Fund	13,835,408	11,500,000	9,276,125	9,105,783	9,456,208
Transfer from General Fund - Defeasance	57,734,586	-	-	-	-
Investment Income	41,268	135,000	135,000	100,000	100,000
Other Revenue	25,271	-	-	-	-
Total Revenue	71,636,533	11,635,000	9,411,125	9,205,783	9,556,208
Total Resources	77,582,896	15,749,410	13,285,335	13,017,668	13,095,926
Expenditures					
Debt Service					
Principal	68,187,986	9,535,000	7,610,000	7,995,000	8,355,000
Interest	5,279,000	2,338,700	1,861,950	1,481,450	1,115,500
Other Expenditures	1,500	1,500	1,500	1,500	1,500
Total Expenditures	73,468,486	11,875,200	9,473,450	9,477,950	9,472,000
Ending Balance	\$ 4,114,410	\$ 3,874,210	\$ 3,811,885	\$ 3,539,718	\$ 3,623,926

ATTACHMENT E
Insurance Fund Balance Analysis

	2021 Actual	2022 Projection	2023 Tax Budget	2024 Plan	2025 Plan
Beginning Balance	\$ 5,827,793	\$ 6,161,198	\$ 5,703,198	\$ 5,245,198	\$ 5,262,198
Revenue					
Investment Income	15,760	35,000	35,000	35,000	35,000
Transfer from General Fund	2,100,000	2,500,000	2,500,000	3,000,000	3,000,000
Total Revenue	2,115,760	2,535,000	2,535,000	3,035,000	3,035,000
Total Resources	7,943,553	8,696,198	8,238,198	8,280,198	8,297,198
Expenditures					
Claims and Premium Outlay	1,782,355	2,993,000	2,993,000	3,018,000	3,018,000
Total Expenditures	1,782,355	2,993,000	2,993,000	3,018,000	3,018,000
Ending Balance	\$ 6,161,198	\$ 5,703,198	\$ 5,245,198	\$ 5,262,198	\$ 5,279,198

ATTACHMENT F

Supplemental Pension Fund Balance Analysis

	2021 Actual	2022 Projection	2023 Tax Budget	2024 Plan	2025 Plan
Beginning Balance	\$ 1,288,956	\$ 1,326,577	\$ 1,318,677	\$ 1,310,777	\$ 1,302,877
Revenue					
Investment Income	1,012	1,100	1,100	1,100	1,100
Transfer from General Fund	45,000	-	-	-	-
Total Revenue	46,012	1,100	1,100	1,100	1,100
Total Resources	1,334,968	1,327,677	1,319,777	1,311,877	1,303,977
Expenditures					
Benefit Payments	8,391	9,000	9,000	9,000	9,000
Total Expenditures	8,391	9,000	9,000	9,000	9,000
Ending Balance	\$ 1,326,577	\$ 1,318,677	\$ 1,310,777	\$ 1,302,877	\$ 1,294,977

ATTACHMENT G

Law Enforcement Fund Balance Analysis

	2021 Actual	2022 Projection	2023 Tax Budget	2024 Plan	2025 Plan
Beginning Balance	\$ 57,550	\$ 156,171	\$ 151,221	\$ 136,271	\$ 136,321
Revenue					
Law Enforcement Revenue	103,257	20,000	5,000	20,000	5,000
Investment Income	41	50	50	50	50
Total Revenue	103,298	20,050	5,050	20,050	5,050
Total Resources	160,848	176,221	156,271	156,321	141,371
Expenditures					
Capital & Related Items	4,677	25,000	20,000	20,000	15,000
Total Expenditures	4,677	25,000	20,000	20,000	15,000
Ending Balance	\$ 156,171	\$ 151,221	\$ 136,271	\$ 136,321	\$ 126,371

ATTACHMENT H
Reserve Fund Balance Analysis

	2021 Actual	2022 Projection	2023 Tax Budget	2024 Plan	2025 Plan
Beginning Balance	\$ 51,601,958	\$ 98,598,588	\$ 150,102,203	\$ 141,480,818	\$ 116,259,433
Revenue					
Investment Income	118,015	625,000	500,000	400,000	200,000
Transfer from GF for Compensated Absences	-	-	-	-	-
Transfer from GF for Fuel	-	-	-	-	-
Transfer from GF for Hospitalization	-	-	-	-	-
Transfer from GF for Rolling Stock Reserve	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Transfer from GF for 27th Pay	878,615	878,615	878,615	878,615	878,615
Transfer from GF for Revenue Stabilization	85,000,000	50,000,000	-	-	-
Other Revenue	-	-	-	-	-
Total Revenue	95,996,630	61,503,615	11,378,615	11,278,615	11,078,615
Total Resources	147,598,588	160,102,203	161,480,818	152,759,433	127,338,048
Expenditures					
Transfer to General Fund (Compensated Absences)	-	-	-	-	-
Transfer to General Fund (Fuel)	-	-	-	-	-
Transfer to General Fund (Hospitalization)	-	-	-	-	-
Transfer to RTA Development Fund (Rolling Stock)	49,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Transfer to General Fund (27th Pay - 2024)	-	-	-	-	5,500,000
Transfer to General Fund (Revenue Stabilization)	-	-	10,000,000	26,500,000	32,000,000
Total Expenditures	49,000,000	10,000,000	20,000,000	36,500,000	47,500,000
Ending Balance	\$ 98,598,588	\$ 150,102,203	\$ 141,480,818	\$ 116,259,433	\$ 79,838,048
Rolling Balances					
Compensated Absences	\$ 3,711,501	\$ 3,727,020	\$ 3,740,238	\$ 3,753,151	\$ 3,762,576
Fuel	2,619,150	2,630,101	2,639,429	2,648,542	2,655,193
Hospitalization	2,681,378	2,692,590	2,702,139	2,711,468	2,718,278
Rolling Stock	673,590	676,406	678,805	681,149	682,860
27th Pay: Salary: 2020 / Hourly 2025	3,811,108	4,709,332	5,607,765	6,508,774	1,892,129
Revenue Stabilization	85,101,860	135,666,754	126,112,441	99,956,349	68,127,012
Total	\$ 98,598,588	\$ 150,102,203	\$ 141,480,818	\$ 116,259,433	\$ 79,838,048

ATTACHMENT I
All Funds Balance Analysis

	2021 Actual	2022 Projection	2023 Tax Budget	2024 Plan	2025 Plan
Beginning Balance	\$ 229,741,670	\$ 321,242,807	\$ 376,169,205	\$ 351,236,127	\$ 325,501,428
Revenue					
Passenger Fares	21,541,061	23,022,671	23,252,898	23,601,691	23,955,717
Sales & Use Tax	239,341,747	252,700,000	259,000,000	264,180,000	266,821,800
Federal	87,419,866	133,449,281	64,062,635	65,652,635	65,652,635
CARES Act / CRRSAA	67,416,467	-	-	-	-
ARP	54,815,088	81,199,333	-	-	-
State	-	9,336,598	19,336,598	19,336,598	19,336,598
Investment Income	392,507	1,661,150	1,536,150	1,301,150	1,501,150
Other Revenue	23,602,965	8,977,450	33,187,450	44,868,736	43,462,450
Total Revenue	494,529,701	510,346,483	400,375,731	418,940,810	420,730,350
Total Resources	724,271,371	831,589,289	776,544,936	770,176,937	746,231,778
Expenditures					
Personnel Services	197,580,239	207,005,708	208,936,703	214,344,977	225,085,067
Fuel (Diesel, CNG, Prop. Pwr., Gas)	8,101,694	10,286,133	10,693,388	10,742,931	10,713,493
Utilities	4,700,271	4,262,001	4,262,001	4,298,163	4,299,026
Inventory	12,773,812	11,503,277	13,200,000	13,300,000	13,400,000
Services & Materials	18,818,101	22,210,336	22,042,918	22,172,886	22,615,857
Purchased Transportation	9,335,470	8,708,990	9,150,000	9,235,850	9,321,708
Other Expenditures	7,815,038	9,594,520	10,225,721	10,226,962	10,232,352
Capital Outlay	70,436,953	169,975,419	137,326,128	150,877,289	149,028,209
Debt Service	73,466,986	11,873,700	9,471,950	9,476,450	9,470,500
Total Expenditures	403,028,564	455,420,084	425,308,809	444,675,509	454,166,212
Available Ending Balance	\$321,242,807	\$376,169,205	\$351,236,127	\$325,501,428	\$292,065,566



Greater Cleveland Regional Transit Authority
1240 West Sixth Street
Cleveland, Ohio 44113-1302

rideRTA.com



TITLE/DESCRIPTION: CONTRACT: FIRST AMENDED MEMORANDUM OF UNDERSTANDING WITH THE CUYAHOGA COUNTY BOARD OF HEALTH FOR THE BABY ON BOARD – A HEALTHY BABY INITIATIVE PROGRAM VENDOR: CUYAHOGA COUNTY BOARD OF HEALTH AMOUNT: \$400,000	Resolution No.: 2022-70
	Date: July 21, 2022
	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 amend the original Memorandum of Understanding ("MOU") with the Cuyahoga County Board of Health ("CCBH") approved by the Board of Trustees on January 19, 2021 for the implementation of the Baby on Board – A Healthy Baby Initiative Program ("Program") funded through a grant from the Ohio Department of Transportation ("ODOT") Ohio Transit Partnership Program ("OTP2").

2.0 **DESCRIPTION/JUSTIFICATION:** In 2021, GCRTA and CCBH collaborated and received an OTP2 grant in the amount of \$400,000 to assist transportation needs of expectant and new mothers in three specific zip codes – 44108, 44110, and 44112 – with high rates of infant mortality and where transportation was identified as a barrier to accessing healthcare. As originally approved, the MOU between CCBH and GCRTA provided for GCRTA to distribute fare media to CCBH at fair market value in an amount not to exceed \$100,000. In turn, CCBH would distribute the fare media to clients enrolled in prenatal programs of CCBH partner agencies to assist with maternity-related transportation costs. CCBH would then provide participation data to GCRTA so it could seek ODOT reimbursement for the fare media provided.

In 2022, ODOT extended funding for the Program through December 31, 2023 and expanded Program availability to serve all of Cuyahoga County. ODOT clarified that these operational transportation costs may include fare media distribution as originally contemplated by GCRTA and CCBH's MOU, as well as Program-related marketing costs within the grant proceeds up to \$38,000 and payment for Program-related micro-transit expenses. The Authority now seeks authority from the Board to adopt the First Amended MOU with CCBH to account for these changes and implement the revised program.

3.0 **PROCUREMENT BACKGROUND:** Does not apply.

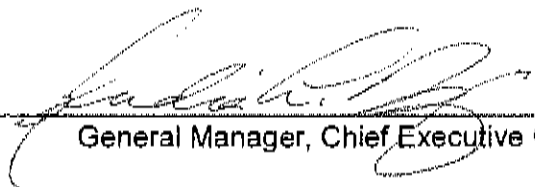
4.0 **DBE/AFFIRMATIVE ACTION BACKGROUND:** Does not apply.

5.0 **POLICY IMPACT:** Amending the MOU with CCBH is consistent with GCRTA's Strategic Plan. The Program, as amended, can create additional ridership while assisting in addressing a critical social need in the community.

6.0 **ECONOMIC IMPACT:** The First Amended MOU will allow GCRTA to increase ridership and serve this particular segment of the community without expenditure of Authority funds and permit more expansive use of grant funding within ODOT's approved limits.

- 7.0 ALTERNATIVES: Reject the First Amended MOU. Rejection of the Amended MOU will prevent GCRTA and CCBH from expanding the program and providing the full range of transportation assistance to the clients of this programming approved by ODOT.
- 8.0 RECOMMENDATION: Staff recommends that the First Amended MOU with CCBH be approved by the Board of Trustees at its July 26, 2022 meeting.
- 9.0 ATTACHMENT: Attachment A – Draft of the First Amended Memorandum of Understanding with the Cuyahoga County Board of Health.

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



General Manager, Chief Executive Officer

ATTACHMENT A

FIRST AMENDED MEMORANDUM OF UNDERSTANDING Between the Cuyahoga County Board of Health ("CCBH") and the Greater Cleveland Regional Transit Authority ("GCRTA")

WHEREAS, GCRTA received a grant in the amount of \$400,000 from the SFY2021 Ohio Transit Partnership Program through the Ohio Department of Transportation ("ODOT") for the Baby on Board - A Healthy Baby Initiative Program ("Program") to provide bus passes to CCBH for distribution to agencies serving pregnant women living in certain ZIP codes with very high rates of infant mortality within Cuyahoga County and where transportation was identified as a barrier to accessing health care.

WHEREAS, the Program was originally approved for a period of twenty-two months, with 50% of the funds to be spent by May 30, 2021 and 50% to be spent by May 30, 2022.

WHEREAS, on March 9, 2021, GCRTA and CCBH entered into a memorandum of understanding for the distribution of fare media in an amount not to exceed \$100,000.

WHEREAS, the Program has now been extended until December 31, 2023 ("Program Period"), the limitation to certain ZIP codes has been removed so that the Program is available throughout Cuyahoga County and the entire \$400,000 of the original grant is available to fund operational transportation costs including fare media, marketing expenses and other transportation costs for CCBH clients receiving services related to the Program.

NOW, THEREFORE, GCRTA and CCBH hereby agree as follows:

GCRTA will serve as the grant manager and fiscal agent, and CCBH will ensure the enrollment of all program participants, as required by the grant documentation. GCRTA will request reimbursement from ODOT for the Program expenses documented by CCBH, for a total amount not to exceed \$400,000.

The responsibilities of CCBH under this agreement are as follows:

1. Distribute fare media received from GCRTA within fourteen (14) calendar days of receipt.
2. Track the distribution of GCRTA fare media to the Program participants and report the amounts to GCRTA on a monthly basis.
3. Provide travel training to educate clients on how to navigate and ride GCRTA services if required by the participant.
4. Coordinate marketing efforts with GCRTA to promote the Program and provide itemized receipts of any Program-related marketing expenses. The total marketing budget

approved under the grant is up to 10% or \$38,000.

5. Inform GCRTA of any Program-related events.
6. Provide itemized receipts of any Program-related transportation expenses incurred for Program-related events and documentation to GCRTA of the outcomes of such events.
7. Collect and analyze data from Program recipients, including, but not limited to, demographic statistics on client, number of passengers, address of origin, destination, trip purpose.
8. Complete and provide a written report of findings to GCRTA at the end of each calendar year.
9. Designate management staff to participate in monthly Program meetings with GCRTA to discuss and facilitate the achievement of Program goals.

The responsibilities of GCRTA under this agreement are as follows:

1. Provide fare media to CCBH and seek reimbursement from ODOT for the value of the fare media.
2. Report participation numbers to ODOT on a quarterly basis.
3. Provide customized travel training to CCBH staff to educate clients and staff on how to navigate and ride GCRTA buses and/or trains if this is requested by CCBH or any of the participating agencies.
4. Provide Program-related marketing resources in coordination with CCBH.
5. Reimburse CCBH for Program-related transportation expenses incurred for Program-related events in accordance with ODOT requirements.
6. Designate management staff to participate in monthly Program meetings with CCBH to discuss and facilitate the achievement of Program goals.

GCRTA and CCBH mutually agree as follows:

1. All grant funds must be spent within the Program Period and for the Baby on Board Program, and for no other purpose.
2. CCBH and GCRTA will be included in all media coverage.

Cuyahoga County Board of Health

Greater Cleveland Regional Transit Authority

By: _____
Terry Allen
Health Commissioner

By: _____
India L. Birdsong
General Manager, Chief Executive Officer

Date: _____

Date: _____

Approved as to Legal Form and Correctness:

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

RESOLUTION NO. 2022-70

AUTHORIZING THE FIRST AMENDED MEMORANDUM OF UNDERSTANDING WITH THE CUYAHOGA COUNTY BOARD OF HEALTH FOR THE BABY ON BOARD - A HEALTHY BABY INITIATIVE PROGRAM

WHEREAS, the Baby on Board – A Healthy Baby Initiative Program (“Program”) is an innovative approach to serving a targeted population that has historically had transportation issues in accessing maternity and well-baby appointments, contributing to high infant mortality rates; and

WHEREAS, the Greater Cleveland Regional Transit Authority (“GCRTA”) Board of Trustees approved a resolution authorizing a Memorandum of Understanding with the Cuyahoga County Board of Health (“CCBH”) on January 19, 2021 for the Program; and

WHEREAS, GCRTA submitted a grant application to the Ohio Department of Transportation (“ODOT”) in collaboration with the CCBH for the Program; and

WHEREAS, ODOT awarded GCRTA \$400,000 for the Program in 2020; and

WHEREAS, ODOT has allowed revisions to the original Program expanding the eligibility of clients to include all of Cuyahoga County and the use of the funds; and

WHEREAS, the implementation of this revised Program necessitates amending the original Memorandum of Understanding between GCRTA and CCBH; and

WHEREAS, GCRTA and the CCBH desire to enter into an Amended Memorandum of Understanding governing the use of the grant funding secured from the ODOT to implement the Program; and

WHEREAS, the CCBH will distribute fare media to clients enrolled in prenatal programs of CCBH partner agencies, pay for micro-transit services, or pay transportation costs related to prenatal programming at market rate, in an amount not to exceed \$400,000; and

WHEREAS, GCRTA will serve as the grant manager and fiscal agent for the Program and request reimbursement from ODOT for the Program expenses documented by CCBH, for a total amount not to exceed \$400,000; and

WHEREAS, ODOT has also allowed up to \$38,000 of the total grant proceeds to be used for promotional and marketing expenses generated by GCRTA and CCBH's coordinated marketing efforts to promote the Program.

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 the First Amended Memorandum of Understanding (“MOU”) with the Cuyahoga County Board of Health to implement the Baby on Board – A Healthy Baby Initiative Program as revised.

Section 2. That funds from the ODOT Ohio Transit Partnership Program SFY 2021 grant will be used to fund the purchase of fare media, micro transit expenses, marketing support for the Cuyahoga County Board of Health in an amount not to exceed \$400,000.

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

Adopted: July 26, 2022

President

Attested: _____
Secretary-Treasurer



THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
 REPORT OF CASH RECEIVED COMPARED TO PRIOR YEAR - GENERAL FUND
 FOR THE PERIOD ENDED JUNE 30, 2022 AND JUNE 30, 2021

	CURRENT MONTH	PRIOR YR MONTH	B	VARIANCE	% CHANGE	CURRENT % OF TOTAL	2022 YTD	2021 YTD	VARIANCE	% CHANGE	CURRENT % OF TOTAL
PASSENGER FARES:											
CASH FARES	\$ 874,596	\$ 611,703	\$	\$ 262,893	42.74%	3.03%	\$ 4,568,668	\$ 4,094,433	\$ 474,235	11.59%	1.97%
PASS/TICKET SALES	479,312	712,111	(233,599)	(233,599)	(32.38%)	1.66%	3,209,740	3,016,174	193,566	6.25%	1.36%
CMVSD - STUDENT FAREBOARDS	42,807	3,330	39,477	39,477	0.15%	0.15%	643,261	620,696	(22,565)	(3.51%)	0.15%
U-PASS	-	23,609	(23,609)	(23,609)	0.00%	0.00%	1,841,370	734,568	1,106,802	150.21%	0.70%
MOBILE TICKETING	690,638	296,893	393,745	393,745	68.67%	1.70%	2,627,815	1,916,002	711,813	37.16%	1.13%
SUBTOTAL PASSENGER FARES	1,887,263	1,641,337	245,926	245,926	15.00%	6.54%	12,685,956	10,381,873	2,304,083	22.24%	5.47%
OPERATING SUBSIDIES:											
SALES & USE TAX	22,678,424	21,214,064	1,464,360	1,464,360	6.90%	78.61%	213,702,252	112,445,681	101,256,571	10.03%	53.25%
SUBTOTAL OPERATING SUBSIDIES	22,678,424	21,214,064	1,464,360	1,464,360	6.90%	78.61%	213,702,252	112,445,681	101,256,571	10.03%	53.25%
OTHER REVENUE:											
ADVERTISING/CONCESSIONS/COMMISSIONS	11,169	54,581	(43,412)	(43,412)	(79.57%)	0.04%	1,663,721	431,727	1,231,994	-	0.73%
TRAINING RIGHTS LESS COMMISSIONS	-	21,000	(21,000)	(21,000)	0.00%	0.00%	287,929	196,000	91,929	46.90%	0.12%
REWARD INCOME	27,837	18,488	9,349	9,349	49.49%	0.10%	148,525	211,217	(62,692)	(43.01%)	0.06%
INTEREST INCOME	74,578	7,427	67,151	67,151	90.26%	0.26%	380,656	449,588	(68,932)	(18.01%)	0.08%
OTHER	24,754	42,217	(17,463)	(17,463)	(63.85%)	0.05%	128,831	91,096	37,735	31.67%	0.06%
SUBTOTAL OTHER REVENUE	128,138	144,433	(16,295)	(16,295)	(11.31%)	0.44%	2,409,762	980,488	1,429,274	-	1.00%
REIMBURSEMENTS AND OTHER SOURCES OF CASH:											
FIELONG/PROPER TAX REFUNDS	331,776	-	331,776	331,776	3.15%	1.15%	1,240,761	798,132	442,629	55.46%	0.51%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL MATCH)	3,294,936	3,433	3,291,503	3,291,503	11.47%	11.47%	9,368,430	54,472	9,313,958	-	4.05%
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL MATCH)	320,900	-	320,900	320,900	1.11%	1.11%	320,000	7,359,637	(6,939,637)	(96.59%)	0.16%
FEDERAL OPERATING ASSISTANCE	-	201,278	(201,278)	(201,278)	0.00%	0.00%	-	204,278	(201,278)	-	0.00%
MISCELLANEOUS RECEIPTS	209,235	48,368	160,867	160,867	0.73%	0.07%	1,257,640	281,874	965,766	-	0.54%
FEDERAL CARES ACT	-	-	-	-	0.00%	0.00%	-	-	-	-	0.00%
FEDERAL CRISIS	-	20,022,111	(20,022,111)	(20,022,111)	0.00%	0.00%	-	56,721,277	(56,721,277)	-	0.00%
FEDERAL ARP	-	-	-	-	0.00%	0.00%	-	-	-	-	0.00%
COVID VACCINE - INHUSTEN CTR REIMBURSEMENT	-	-	-	-	0.00%	0.00%	81,293,423	-	(81,293,423)	-	35.00%
SUBTOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH	4,155,947	20,273,190	(16,117,243)	(16,117,243)	(79.50%)	16.41%	61,462,680	66,236,680	(4,774,000)	(7.66%)	40.14%
TOTAL CASH RECEIVED - GENERAL FUND	\$ 28,849,772	\$ 43,275,208	\$ (14,425,436)	\$ (14,425,436)	(33.33%)	100.00%	\$ 237,284,120	\$ 189,019,722	\$ 48,264,398	27.89%	100.00%



THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
 REPORT OF CASH RECEIPTS COMPARED TO BUDGET - GENERAL FUND
 FOR THE PERIOD ENDED JUNE 30, 2022

	BUDGET MONTH	CURRENT MONTH	VARIANCE	PERCENTAGE	CURRENT % OF TOTAL	2022 YTD BUDGET	2022 YTD	VARIANCE	PERCENTAGE	CURRENT % OF TOTAL
PASSENGER FARES:										
CASH FARES	\$ 700,000	\$ 874,596	\$ 174,596	24.94%	3.03%	\$ 3,950,000	\$ 4,568,658	\$ 618,658	15.65%	1.97%
PASS/TICKET SALES	500,000	479,112	(20,888)	(4.18%)	1.65%	3,712,257	3,209,740	(502,517)	(13.54%)	1.38%
CLAD - STUDENT FARECARDS	10,000	42,907	32,907	3.19%	0.19%	42,000	448,261	406,261	967.26%	0.19%
LI-PASS	-	-	-	-	0.00%	640,000	1,841,370	1,201,370	187.71%	0.79%
MAGNET TICKETING	487,957	490,648	2,691	0.55%	1.70%	2,401,998	2,637,915	235,917	9.84%	1.13%
SUBTOTAL PASSENGER FARES	1,697,957	1,887,263	189,306	11.15%	6.58%	10,745,255	12,667,554	1,922,299	18.15%	5.47%
OPERATING SUBSIDIES:										
SALES & USE TAX	21,638,345	22,678,424	1,040,079	4.81%	28.61%	114,675,214	123,762,253	9,087,039	7.87%	52.25%
SUBTOTAL OPERATING SUBSIDIES	21,638,345	22,678,424	1,040,079	4.81%	78.61%	114,675,214	123,762,253	9,087,039	7.87%	52.25%
OTHER REVENUE:										
ADVERTISING/COMMISSIONS/COMMISSIONS	25,000	11,169	(13,831)	(54.32%)	0.04%	390,000	1,463,724	1,173,724	-	0.72%
NAMING RIGHTS/LESS COMMISSIONS	10,000	27,637	17,637	-	0.10%	455,472	287,929	(167,543)	(36.78%)	0.12%
RENTAL INCOME	45,000	74,578	29,578	65.73%	0.26%	110,000	348,525	238,525	35.07%	0.26%
INTEREST INCOME	40,000	14,754	(25,246)	(63.12%)	0.05%	305,000	180,656	(124,344)	(40.77%)	0.08%
OTHER	120,000	128,138	8,138	6.78%	0.44%	490,000	328,911	(161,089)	(32.87%)	0.08%
SUBTOTAL OTHER REVENUE	240,000	255,278	15,278	6.37%	0.44%	1,750,472	2,402,782	652,310	37.26%	0.86%
REIMBURSEMENTS AND OTHER SOURCES OF CASH:										
FUEL/CNG/PROPANE TAX REFUNDS	100,000	331,776	231,776	231.78%	3.15%	2,510,000	1,240,761	(1,269,239)	(50.56%)	0.53%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL MATCH)	140,000	3,294,936	3,154,936	2253.53%	31.42%	460,000	9,968,430	9,508,430	208.43%	4.83%
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL MATCH)	200,000	320,000	120,000	60.00%	1.11%	620,000	320,000	(300,000)	(48.39%)	0.34%
FEDERAL OPERATING ASSISTANCE	-	-	-	-	0.00%	-	-	-	-	0.00%
MISCELLANEOUS RECEIPTS	40,000	209,235	169,235	423.09%	0.73%	240,000	1,257,640	1,017,640	423.60%	0.54%
FEDERAL CARES ACT	-	-	-	-	0.00%	-	-	-	-	0.00%
FEDERAL CORSSA	-	-	-	-	0.00%	-	-	-	-	0.00%
FEDERAL ARP	-	-	-	-	0.00%	-	-	-	-	0.00%
COVID VACCINE - VOLUNTARY CONTRIB	-	-	-	-	0.00%	81,199,333	81,293,411	94,078	0.12%	0.00%
SUBTOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH	480,000	4,155,947	3,675,947	765.82%	18.41%	83,279,333	93,680,252	10,400,919	12.50%	40.24%
TOTAL CASH RECEIVED - GENERAL FUND	\$ 23,995,202	\$ 28,849,772	\$ 4,854,570	20.27%	100.00%	\$ 211,000,474	\$ 232,288,120	\$ 21,287,646	10.09%	100.00%

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
SALES AND USE TAXES
ACTUAL RECEIPTS THROUGH JULY 2022**

MONTH RECEIVED	2020 ACTUAL	2021 ACTUAL	2022 ESTIMATE	2022 ACTUAL	2022 VERSUS 2021 MONTHLY		2020 YTD		2021 YTD		2022 YTD		2022 VERSUS 2021 YTD % CHANGE		2022 YTD % EST VARIANCE	
					ACTUAL	ESTIMATE	ACTUAL	ACTUAL	ACTUAL	ESTIMATE	ACTUAL	ESTIMATE	ACTUAL	ESTIMATE	ACTUAL	ESTIMATE
JANUARY	\$18,303,734	\$18,510,754	\$18,880,969	\$20,884,157	12.82%	10.61%	\$18,303,734	\$18,510,754	\$18,880,969	\$18,880,969	\$20,884,157	\$20,884,157	12.82%	10.61%	10.61%	10.61%
FEBRUARY	\$18,450,264	\$17,982,308	\$18,341,954	\$19,659,024	9.32%	7.18%	\$36,753,988	\$36,493,063	\$37,222,923	\$37,222,923	\$40,543,181	\$40,543,181	11.10%	8.92%	8.92%	8.92%
MARCH	\$21,219,411	\$20,664,587	\$21,077,879	\$23,821,641	15.28%	13.02%	\$57,973,409	\$57,157,650	\$58,300,802	\$58,300,802	\$64,364,822	\$64,364,822	12.61%	10.40%	10.40%	10.40%
APRIL	\$16,450,465	\$16,791,242	\$17,127,067	\$18,479,425	10.05%	7.90%	\$74,433,873	\$73,948,892	\$75,427,869	\$75,427,869	\$82,844,246	\$82,844,246	12.03%	9.83%	9.83%	9.83%
MAY	\$15,293,102	\$17,263,726	\$17,609,003	\$18,179,582	5.31%	3.24%	\$88,728,976	\$91,212,618	\$93,036,870	\$93,036,870	\$101,023,828	\$101,023,828	10.79%	8.58%	8.58%	8.58%
JUNE	\$15,926,194	\$21,214,064	\$21,638,345	\$22,678,424	6.90%	4.81%	\$105,653,169	\$112,426,682	\$114,675,215	\$114,675,215	\$123,702,252	\$123,702,252	10.03%	7.87%	7.87%	7.87%
JULY	\$13,384,639	\$20,766,562	\$21,181,914	\$22,245,190	7.12%	5.02%	\$119,017,808	\$133,193,283	\$135,857,129	\$135,857,129	\$145,947,442	\$145,947,442	9.56%	7.43%	7.43%	7.43%
AUGUST	\$17,532,128	\$21,522,576	\$21,953,028													
SEPTEMBER	\$19,653,853	\$21,976,295	\$22,415,821													
OCTOBER	\$18,570,281	\$21,490,445	\$21,920,254													
NOVEMBER	\$17,081,363	\$20,326,433	\$20,251,377													
DECEMBER	\$18,282,055	\$20,832,735	\$20,568,441													
TOTAL	\$210,147,468	\$239,341,749	\$242,886,050	\$145,947,442												

Summary:

Month
 7.12% (\$1,478,608) higher than July 2021 Actual
 5.02% (\$1,063,276) higher than July 2022 estimate

YTD

9.58% (\$12,754,179) higher than 2021 Actual
 7.43% (\$10,090,313) higher than 2022 estimate

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
 INVENTORY OF TREASURY INVESTMENTS
 AS OF JUNE 30, 2022

FUND	PURCHASE DATE	MATURITY DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD
BOND RETIREMENT FUND	6/30/2022	7/1/2022	MONEY MARKET	HUNTINGTON BANK	1	\$8,160,334	\$0	1	1.14%
TOTAL BOND RETIREMENT FUND						\$8,160,334	\$0		1.00%
GENERAL FUND	5/30/2022	7/1/2022	MERCHANT ACCT-KEY MMKT	KEY BANK	1	\$58,007	\$0	1	0.35%
	3/1/2021	3/1/2024	FFCB	STIFEL NICOLAUS	1095	\$4,997,500	\$3,194	639	0.25%
	9/30/2021	9/30/2024	FHLB	STIFEL NICOLAUS	1095	\$3,000,000	\$4,370	850	0.57%
	11/15/2021	11/15/2024	US TREASURY	STIFEL NICOLAUS	1095	\$4,995,508	\$24,592	898	0.78%
	12/9/2021	12/9/2024	FFCB	STIFEL NICOLAUS	1095	\$4,994,785	\$2,771	891	0.96%
	1/27/2022	1/27/2025	FHLB	STIFEL NICOLAUS	1095	\$3,000,000	\$15,400	971	1.20%
	4/22/2022	4/22/2025	FHLB	STIFEL NICOLAUS	1095	\$3,000,000	\$17,250	1056	3.00%
	5/23/2022	5/23/2025	FHLB	STIFEL NICOLAUS	1095	\$5,000,000	\$17,153	1087	3.25%
	6/22/2022	12/22/2022	BAYER LAND&BANK CP	HILLTOP SECURITIES	183	\$4,938,495	\$2,722	175	2.45%
	6/27/2022	6/27/2025	FHLB	STIFEL NICOLAUS	1095	\$8,167,887	\$3,022	1087	3.33%
	6/30/2022	7/1/2022	STAR OHIO	STATE OF OHIO	1	\$47,146,032	\$0	1	1.48%
	6/30/2022	7/1/2022	EMPLOYEE ACTIVITY FUND	KEY BANK	1	\$85,113	\$0	1	0.35%
	6/30/2022	7/1/2022	PNC CUSTODY ACCOUNT	PNC BANK	1	\$240,290	\$0	1	0.21%
	6/30/2022	7/1/2022	SALES TAX ACCOUNT	HUNTINGTON BANK	1	\$4,674	\$0	1	1.14%
	6/30/2022	7/1/2022	KEY ECR	KEY BANK	1	\$10,104,979	\$0	1	0.35%
TOTAL GENERAL FUND						\$99,733,269	\$90,474		1.54%
INSURANCE FUND	6/30/2022	7/1/2022	STAR OHIO	STATE OF OHIO	1	\$7,277,567	\$0	1	1.48%
	6/30/2022	7/1/2022	KEY ECR	KEY BANK	1	\$30,859	\$0	1	0.35%
TOTAL INSURANCE FUND						\$7,308,426	\$0		1.48%
LAW ENFORCEMENT FUND	6/30/2022	7/1/2022	LAW ENFORCEMENT	KEY BANK-SWEEP	1	\$118,036	\$0	1	0.35%
	6/30/2022	7/1/2022	STAR OHIO	STATE OF OHIO	1	\$44,149	\$0	1	1.48%
TOTAL LAW ENFORCEMENT FUND						\$162,185	\$0		0.90%
LOCAL MATCH FUND	6/30/2022	7/1/2022	LOCAL MATCH-STAR OHIO	STATE OF OHIO	1	\$99,916,883	\$0	1	1.48%
	3/28/2022	6/28/2024	FHLB	STIFEL NICOLAUS	546	\$2,344,125	\$10,309	482	1.68%
	3/14/2022	3/10/2025	FFCB	STIFEL NICOLAUS	1090	\$4,981,225	\$28,050	1012	2.00%
	5/24/2022	5/12/2025	FHLMC	STIFEL NICOLAUS	1083	\$9,997,110	\$31,347	1075	3.06%
	6/27/2022	6/27/2025	FHLB	STIFEL NICOLAUS	1095	\$15,000,000	\$5,550	1091	3.30%
	6/30/2022	7/1/2022	LOCAL MATCH-KEY ECR	KEY BANK-SWEEP	1	\$1,339,426	\$0	1	0.35%
	6/30/2022	7/1/2022	GRANT-ECR	KEY BANK	1	\$116,500	\$0	1	0.35%
	6/30/2022	7/1/2022	CATCH BASIN-KEY ECR	KEY BANK	1	\$101,895	\$0	1	0.35%
TOTAL LOCAL MATCH FUND						\$133,797,164	\$75,266		1.81%
PENSION FUND	6/30/2022	7/1/2022	KEY ECR	KEY BANK	1	\$83,744	\$0	1	0.35%
	6/30/2022	7/1/2022	STAR OHIO	STATE OF OHIO	1	\$1,232,532	\$0	1	1.48%
TOTAL PENSION FUND						\$1,316,276	\$0		1.41%

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
INVENTORY OF TREASURY INVESTMENTS
AS OF JUNE 30, 2022**

FUND	PURCHASE DATE	MATURITY DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD
RTA CAPITAL FUND	6/30/2022	7/1/2022	KEY ECR	KEY BANK	1	\$5,733,749	\$0	1	0.35%
	5/2/2022	4/30/2024	US TREASURY NOTE	HILLTOP SECURITIES	513	\$4,994,198	\$20,486	484	2.56%
	3/25/2022	9/25/2024	FHLB	STIFEL NICOLAUS	913	\$1,845,375	\$8,723	846	1.85%
	3/28/2022	3/28/2024	FHLB	STIFEL NICOLAUS	454	\$1,845,375	\$7,584	390	1.70%
	8/26/2021	8/26/2024	FHLB	STIFEL NICOLAUS	1095	\$5,000,000	\$7,346	816	0.43%
	9/30/2021	9/30/2024	FHLB	STIFEL NICOLAUS	1095	\$2,000,000	\$2,913	850	0.57%
	4/5/2021	4/5/2024	FFCB	STIFEL NICOLAUS	1095	\$2,000,000	\$2,127	674	0.33%
	3/4/2021	3/4/2024	FNMA	STIFEL NICOLAUS	1095	\$499,750	\$427	642	0.34%
						\$23,918,448	\$49,606		1.06%
	TOTAL RTA CAPITAL FUND								
RESERVE FUND	3/9/2022	4/30/2023	US TREASURY NOTE	HILLTOP SECURITIES	416	\$4,941,900	\$1,962	333	1.15%
	3/23/2022	11/30/2023	US TREASURY NOTE	HILLTOP SECURITIES	616	\$4,875,994	\$6,875	547	2.00%
	4/14/2022	4/14/2025	FHLB	STIFEL NICOLAUS	1095	\$5,000,000	\$28,073	1048	2.63%
	5/23/2022	2/17/2023	BAYER LANDBANK CP	HILLTOP SECURITIES	270	\$4,922,108	\$10,563	262	2.11%
	5/31/2022	2/21/2023	NATIXUS CP	HILLTOP SECURITIES	266	\$4,921,812	\$9,112	265	2.12%
	6/30/2022	6/30/2025	FHLB	STIFEL NICOLAUS	1095	\$5,000,000	\$486	1094	3.50%
	6/30/2022	7/1/2022	KEY ECR	KEY BANK	1	\$182,497	\$0	1	0.35%
	6/30/2022	7/1/2022	STAR OHIO	STATE OF OHIO	1	\$65,500,620	\$0	1	1.48%
						\$95,344,931	\$57,471		1.72%
	TOTAL RESERVE FUND								
TOTAL ALL FUNDS						\$369,741,033	\$272,806	267	1.64%

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
DEBT SERVICE SCHEDULE AND STATUS
AS OF JUNE 30, 2022**

Bonds	Final Maturity Date	Total Principal Outstanding 12/1/2021	Interest Payable/		Principal Payable/	Debt Service Requirement/		Principal Payable/	Debt Service Requirement/	Total Debt Requirement 2022
			6/1/2022	12/1/2022		6/1/2022	12/1/2022			
Series 2012-Sales Tax Rev.	Dec. 2022	2,285,000.00	57,125.00	57,125.00	0.00	57,125.00	2,342,125.00	2,285,000.00	2,342,125.00	2,399,250.00
Series 2014A-Sales Tax Rev.	Dec. 2025	6,575,000.00	147,475.00	147,475.00	0.00	147,475.00	1,582,475.00	1,535,000.00	1,582,475.00	1,829,950.00
Series 2015-Sales Tax Rev.	Dec. 2026	19,455,000.00	486,375.00	486,375.00	0.00	486,375.00	4,006,375.00	3,520,000.00	4,006,375.00	4,492,750.00
Series 2016-Sales Tax Rev.	Dec. 2027	8,105,000.00	202,625.00	202,625.00	0.00	202,625.00	1,397,625.00	1,195,000.00	1,397,625.00	1,600,250.00
Series 2019-Sales Tax Rev.	Dec. 2030	11,030,000.00	275,750.00	275,750.00	0.00	275,750.00	1,275,750.00	1,000,000.00	1,275,750.00	1,551,500.00
Total Bonds		\$47,450,000.00	\$1,169,350.00	\$1,169,350.00	\$0.00	\$1,169,350.00	\$10,704,350.00	\$9,535,000.00	\$10,704,350.00	\$11,873,700.00

Bond Retirement
\$8,160,334

Current Balance (Set Aside for 2022)

\$742,673

Monthly Set Aside Required

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
SUMMARY OF INVESTMENT PERFORMANCE
YEAR TO DATE THROUGH JUNE 30, 2022**

<u>MONTH</u>	<u>2022</u>				<u>2021</u>					
	<u>AVERAGE BALANCE</u>	<u>INTEREST EARNED</u>	<u>AVERAGE YIELD</u>	<u>STANDARD YIELD #</u>	<u>MARKET YIELD #</u>	<u>AVERAGE BALANCE</u>	<u>INTEREST EARNED</u>	<u>AVERAGE YIELD</u>	<u>STANDARD YIELD #</u>	<u>MARKET YIELD #</u>
JANUARY	\$286,544,522	\$37,367	0.19%	0.16%	0.01%	\$247,915,757	\$25,844	0.24%	0.10%	0.01%
FEBRUARY	\$300,470,796	\$41,380	0.25%	0.25%	0.01%	\$241,578,777	\$39,883	0.21%	0.09%	0.01%
MARCH	\$286,315,650	\$64,394	0.43%	0.42%	0.10%	\$233,701,962	\$31,822	0.22%	0.08%	0.01%
APRIL	\$298,367,804	\$109,508	0.58%	0.63%	0.10%	\$226,630,970	\$31,038	0.20%	0.07%	0.01%
MAY	\$346,505,648	\$283,066	1.05%	0.88%	0.50%	\$251,992,878	\$32,939	0.20%	0.06%	0.01%
JUNE	\$359,979,169	\$356,367	1.64%	1.26%	1.17%	\$287,664,318	\$51,309	0.18%	0.05%	0.01%
JULY						\$288,788,088	\$30,698	0.19%	0.05%	0.01%
AUGUST						\$243,356,737	\$31,714	0.19%	0.05%	0.01%
SEPTEMBER						\$272,326,795	\$40,612	0.19%	0.05%	0.01%
OCTOBER						\$273,878,183	\$39,359	0.18%	0.05%	0.01%
NOVEMBER						\$265,861,732	\$27,571	0.21%	0.06%	0.01%
DECEMBER						\$262,288,744	\$39,633	0.47%	0.19%	0.01%
YEAR TO DATE	313,030,598	\$892,082	0.69%	0.60%	0.32%	\$184,786,142	\$2,008,071	0.68%	0.64%	0.25%
RTA AVERAGE YIELDS OVER (UNDER) INDEX										
				0.09%	0.38%				0.24%	0.63%

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 2022

BOND RETIREMENT FUND
 HUNTINGTON MONEY MARKET

\$2,333.70
 \$2,333.70
 \$4,956.84
 \$22,479.76

JUNE 2022
 2022 YEAR TO DATE
 2021 YEAR TO DATE

GENERAL FUND
 HUNTINGTON-SALES TAX ACCOUNT
 STAROHIO
 FFCB
 KEY BANK SWEEP ACCOUNT
 PNC CUSTODY ACCOUNT
 MERCHANT ACCOUNT-KEY BANK SWEEP ACCOUNT

\$264.41
 \$47,999.38
 \$23,000.00
 \$132.07
 \$3,180.34
\$2.16
 \$74,578.36
 \$180,656.90
 \$49,538.60

JUNE 2022
 2022 YEAR TO DATE
 2021 YEAR TO DATE

INSURANCE FUND
 STAROHIO

\$6,913.06
 \$6,913.06
 \$15,400.35
 \$13,890.15

JUNE 2022
 2022 YEAR TO DATE
 2021 YEAR TO DATE

LAW ENFORCEMENT FUND
 KEY BANK SWEEP ACCOUNT
 STAROHIO

\$0.97
\$41.66
 \$42.63
 \$110.99
 \$20.09

JUNE 2022
 2022 YEAR TO DATE
 2021 YEAR TO DATE

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REPORT ON INVESTMENT EARNINGS (CASH BASIS)
JUNE 2022**

**LOCAL MATCH FUND
STAROHIO-LOCAL MATCH
KEY BANK SWEEP ACCOUNT**

\$98,743.11
\$27.00
\$98,770.11
\$272,045.12
\$51,052.19

JUNE 2022
2022 YEAR TO DATE
2021 YEAR TO DATE

**PENSION FUND
STAROHIO
KEY BANK SWEEP ACCOUNT**

\$1,163.15
\$0.69
\$1,163.84
\$2,944.92
\$517.80

JUNE 2022
2022 YEAR TO DATE
2021 YEAR TO DATE

**EMPLOYEE ACTIVITY ACCOUNT
KEY BANK MONEY MARKET**

\$0.70
\$0.70
\$4.26
\$7.21

JUNE 2022
2022 YEAR TO DATE
2021 YEAR TO DATE

**RTA CAPITAL FUND
KEY BANK SWEEP ACCOUNT**

\$40.38
\$40.38
\$26,417.13
\$293.40

JUNE 2022
2022 YEAR TO DATE
2021 YEAR TO DATE

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
 REPORT ON INVESTMENT EARNINGS (CASH BASIS)
 JUNE 2022

RESERVE FUND
 STAROHIO
 KEY BANK SWEEP ACCOUNT

\$64,565.01
\$2.71
 \$64,567.72
 \$240,291.81
 \$62,455.98

JUNE 2022
 2022 YEAR TO DATE
 2021 YEAR TO DATE

TOTAL ALL FUNDS

\$248,410.50
 \$742,828.32
 \$200,255.18

JUNE 2022
 2022 YEAR TO DATE
 2021 YEAR TO DATE

2022 YEAR
 TO DATE

\$742,828

JUNE
 \$248,411

INTEREST RECEIVED (CASH BASIS)

ACCRUED INTEREST:

BEGINNING:

ENDING:

INTEREST INCOME EARNED:

AVERAGE INVESTMENT BALANCE (COST):

AVERAGE YIELD ON INVESTMENTS:

(\$123,554)
 \$272,806
 \$892,081

\$313,030,598

0.69%

1.64%

COMPOSITION OF INVESTMENT PORTFOLIO
AS JUNE 30, 2022

Instrument	PRINCIPAL	FACE	PERCENT OF	AVERAGE	AVERAGE
	AMOUNT	AMOUNT	TOTAL	YIELD	MATURITY
Money Market Account	\$8,532,107	\$8,548,417	2.31%	0.26%	1
Key Bank Sweep Account	\$118,036	\$118,036	0.03%	0.35%	1
Star Ohio	\$221,117,784	\$221,117,784	59.80%	1.48%	1
Earnings Credit Rate Account	\$17,693,650	\$17,693,650	4.79%	0.35%	1
Commercial Paper	\$14,782,415	\$15,000,000	4.00%	0.56%	23
U.S. Government Securities	\$107,497,042	\$107,740,000	29.07%	2.14%	353
Total Investment Portfolio	<u>\$369,741,033</u>	<u>\$370,217,887</u>	<u>100.00%</u>	<u>1.64%</u>	<u>267</u>

Greater Cleveland Regional Transit Authority
 Banking and Financial Relationships
 As of June 30, 2022

Bank/Financial Institution	Nature of relationship
Key Bank	Main banking services
PNC Bank	Custodial Account and Credit card
Fifth Third	Escrow Account
Huntington Bank	Bond Retirement and Sales Tax Account Underwriter STAR Ohio-Investments
Bank of New York Mellon	Bond Registrar
BMO Harris Bank	Fuel Hedge

NOTE:

This information is being provided for applicable individuals to be in compliance with:

Ohio Revised Code Sections 102.03(D) and (E)

Ohio Ethics Commission Informal Opinion Number 2003-INE-0224-1

Ohio Ethics Commission Staff Advisory Opinion to Sheryl King Benford (DGM - Legal Affairs) dated May 6, 2020

Ohio Ethics Commission Opinion Number 2011-08

Ohio Ethics Commission Staff Advisory Opinion to R. Brent Minney dated March 27, 2012

Please refer to Chapter 656 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority (Travel Policy), Administrative Procedure 024 and Board of Trustees Resolution No. 2020-80 for additional information.