

RTA Committee Meetings

Tuesday, May 11, 2021

Organizational, Services & Performance Monitoring Committee

Chair: Mayor Michael P. Byrne

Mobile Ticketing Contract Option

Presented to: Organizational, Services &
Performance Monitoring Committee

May 11, 2021

Project Overview – Mobile Ticketing Contract Option

History

- Mobile device ticketing solution (RTACLE app)
- Resolution No. 2017-008 authorized Contract No. 2017-140 with Passport Parking, Inc.
- App is for fare purchase and visual validation

Project Overview – Mobile Ticketing Contract Option

Scope

- Mobile Ticketing Solution Contract
 - Three Year Base Term with Two One-Year Options
 - Seeking to Exercise Option Year Two of Two

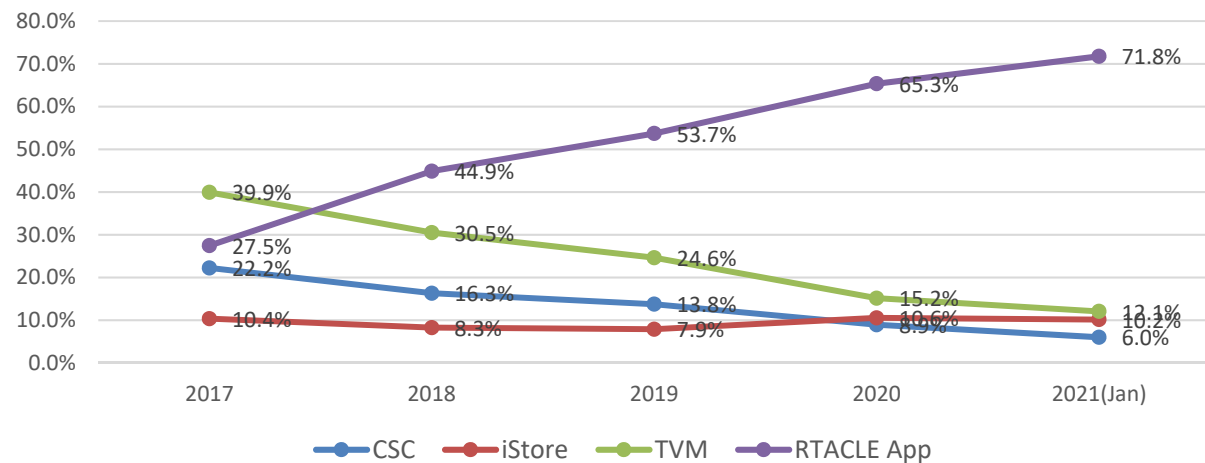
Project Overview – Mobile Ticketing Contract Option

Justification

- *The* current solution for mobile ticketing
- Customer adoption rate has increased, year after year.

Project Overview – Mobile Ticketing Contract Option

Credit Card Revenue by Source
2017 - Jan 2021



Procurement Overview – Mobile Ticketing Contract Option

- Three year contract with two one-year options
 - Base Period: NTE \$294,000
 - Additional Features: NTE \$119,500
 - Option Year 1: NTE \$96,000
 - **Option Year 2: NTE \$96,000**

Procurement Overview – Mobile Ticketing Contract Option

- Mobile Ticketing Annual Costs
 - Fixed
 - \$5,000 per month (\$60k Annual)
 - Variable
 - 1.25% Mobile Ticketing Revenue
 - NTE \$3,000 per month (\$36k Annual)

Mobile Ticketing Contract Option

- Staff requests that the Organizational, Services & Performance Monitoring Committee recommend to the Board of Trustees the approval to exercise option year two of two of the mobile ticketing solution contract with Passport Labs, Inc. in an amount NTE \$96,000.00.

Procurement Overview – Mobile Ticketing Contract Option

QUESTIONS?

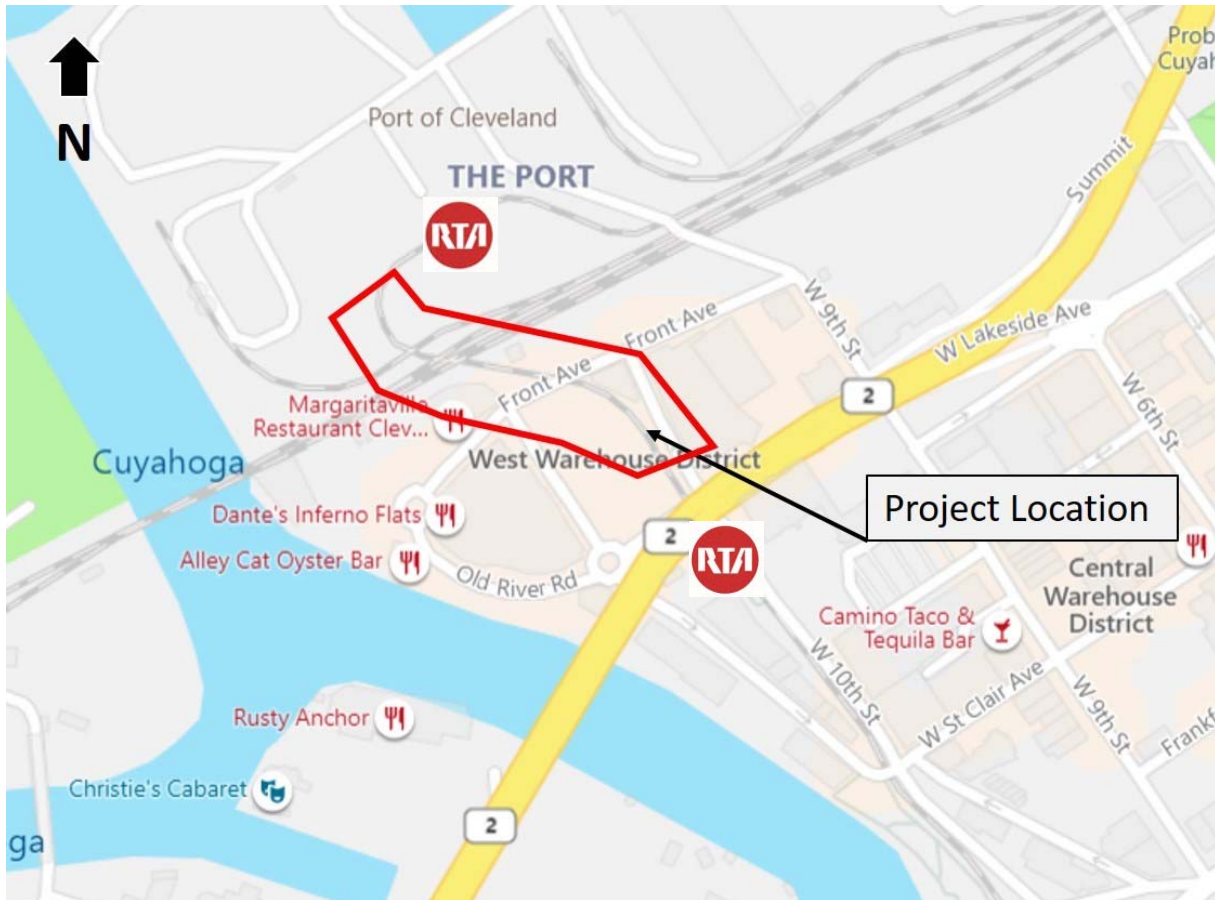
Operational Planning & Infrastructure Committee

Chair: Terence P. Joyce

Summary of Proposed Award Engineering Services for the Waterfront Line Bridge Rehabilitation

Presented to: Operational Planning &
Infrastructure Committee

May 11, 2021

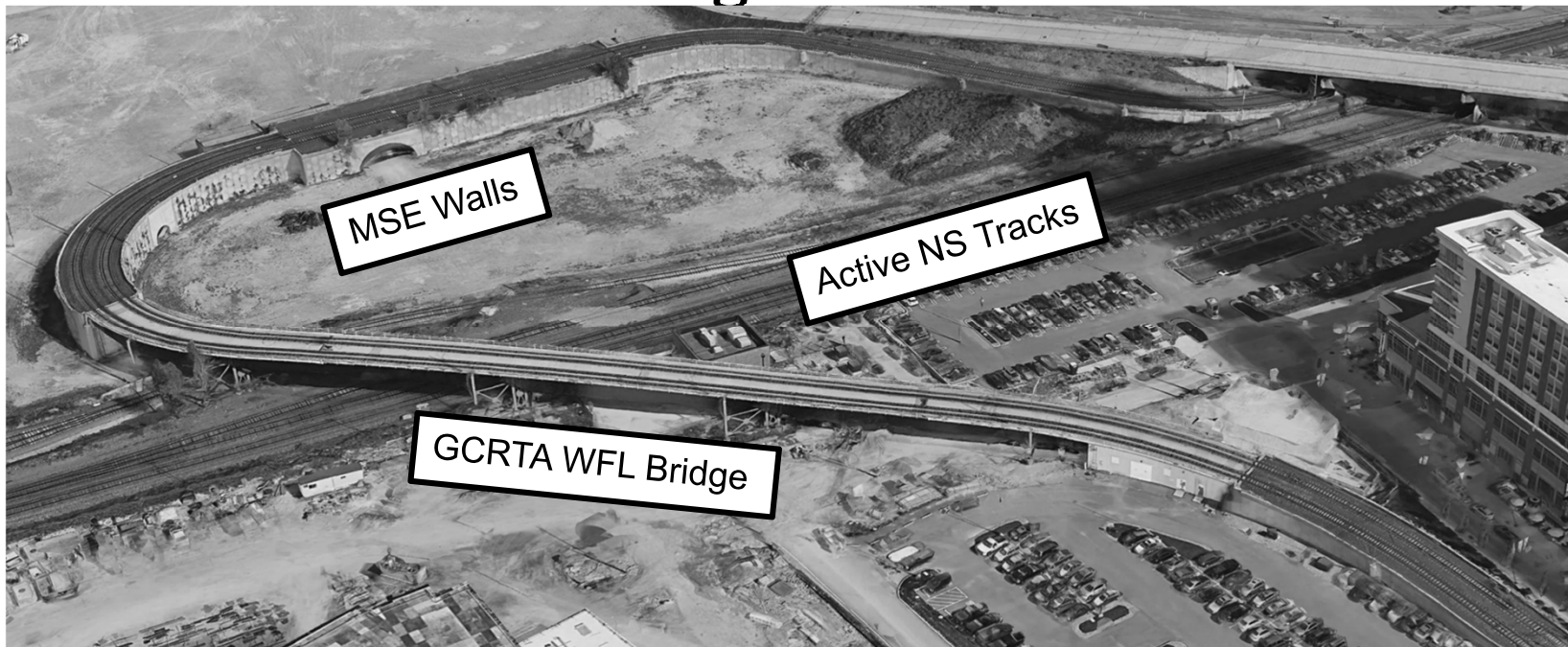


Greater Cleveland Regional Transit Authority





Engineering Services for the Waterfront Line Bridge Rehabilitation



Greater Cleveland Regional Transit Authority



Engineering Services for the Waterfront Line Bridge Rehabilitation



Greater Cleveland Regional Transit Authority



Engineering Services for the Waterfront Line Bridge Rehabilitation

History of Work/Study

- The Waterfront Line construction complete in 1995
- MSE Wall Repairs implemented 2019
- No significant bridge rehabilitation work to date
- In-depth inspection highlighted need to rehabilitate
- On-going bridge crack monitoring continues to measure changes in condition over time, loads and temperature

Engineering Services for the Waterfront Line Bridge Rehabilitation

Complex Findings

- Bridge type: Curved Post Tensioned Segmental Box Girder
- Bridge type is unique to GCRTA. ODOT has few in-service.
- Expert studies have found similar problems among early pre-2000 bridge designs nationally.
- Various cracks in primary concrete members.
- Tightly curved bridge & rail geometry add to complexity of repair.
- Over an active NS mainline track

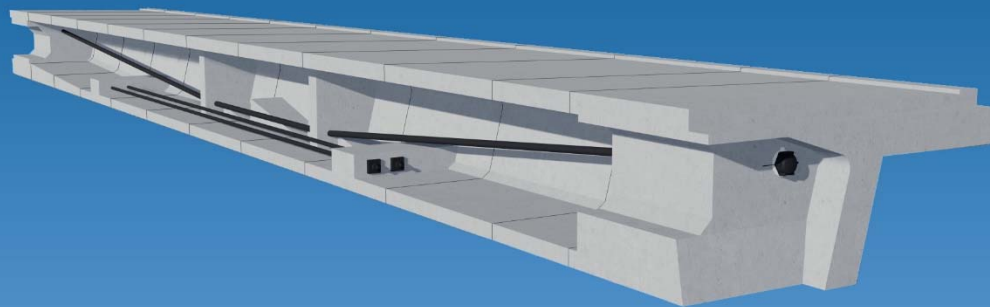
Engineering Services for the Waterfront Line Bridge Rehabilitation

Project Objectives

- Extend service life of bridge and adjoining Mechanically Stabilized Earth walls (MSE) by 25 years minimum. The design will:
 - Perform load rating of structure
 - Restore primary structural members to carry full loads
 - Provide proper expansion/contraction of bridge & rail
 - Deliver solutions which least impact NS operations

Engineering Services for the Waterfront Line Bridge Rehabilitation

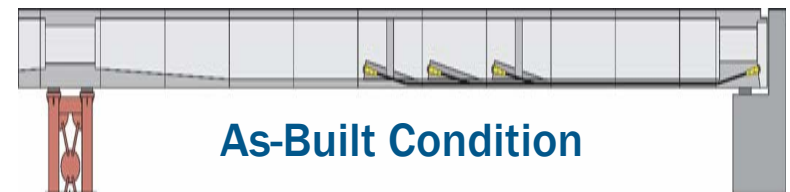
STRENGTHEN SPANS 1 AND 5



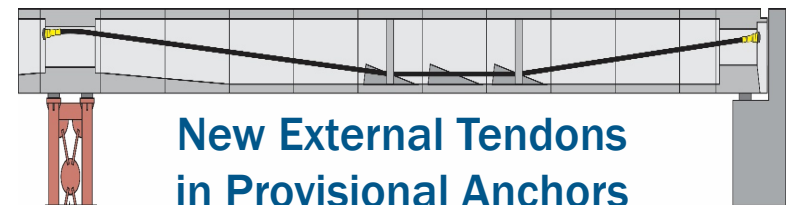
with New External Tendons with PT Bars

PT = POST TENSIONED

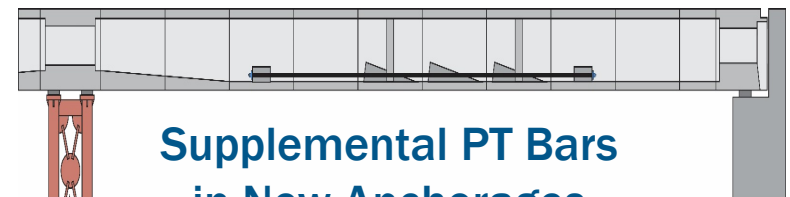
Greater Cleveland Regional Transit Authority



As-Built Condition



**New External Tendons
in Provisional Anchors**



**Supplemental PT Bars
in New Anchorages**



Engineering Services for the Waterfront Line Bridge Rehabilitation

Procurement Summary

- RFP issued December 28, 2020
- Accessed on the GCRTA web site by Forty-Four (44) interested parties
- Three (3) firms proposed
- Three (3) firms were interviewed

Engineering Services for the Rehabilitation of Waterfront Line Bridge

Evaluation Panel Members:

- Engineering and Project Development
- Office of Management and Budget
- Asset Management
- Safety
- Office of Business Development
- Procurement

Engineering Services for the Waterfront Line Bridge Rehabilitation

Procurement Summary

- Recommended Vendor:
 - Hardesty & Hanover, LLC, Roseville, Minnesota
 - 5% DBE Goal will be met by utilizing:
 - 2LMN, Inc.
 - G & T Associates, Inc.
 - NEAS, Inc.

Engineering Services for the Waterfront Line Bridge Rehabilitation

Procurement Summary

- Firm Experience:
 - Hardesty & Hanover, LLC, Roseville, Minnesota has been in business for over 130 years with currently 400 employees across 27 offices
 - Projects for Amtrak, ODOT, Florida DOT, Michigan DOT, City of Minneapolis Public Works, and Norfolk County Council in England

Engineering Services for the Waterfront Line Bridge Rehabilitation

Staff requests that the Operational Planning & Infrastructure Committee recommend award to Hardesty & Hanover for Engineering Services for the Waterfront Line Bridge Rehabilitation. The base contract is not to exceed \$1,468,163.84.

Engineering Services for the Waterfront Line Bridge Rehabilitation

Questions?

Summary of Proposed Award

Rehabilitation of the Cuyahoga Viaduct
(Phase 1)

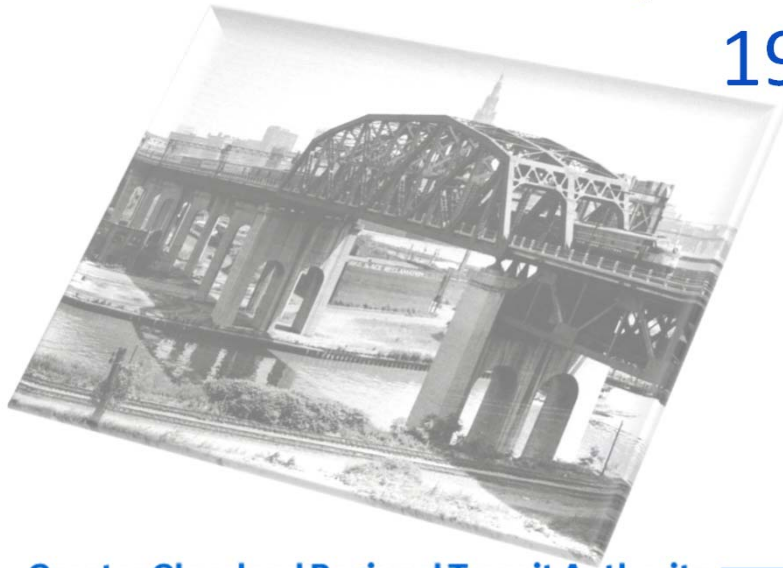
Presented to: Operational Planning &
Infrastructure Committee

May 11, 2021



Rehabilitation of the Cuyahoga Viaduct (Phase 1)

- Constructed by the Cleveland Union Terminal
1926 - 1930



Rehabilitation of the Cuyahoga Viaduct (Phase 1)

- GCRTA's longest (3400 ft.) and tallest (95 ft.)



Greater Cleveland Regional Transit Authority



Rehabilitation of the Cuyahoga Viaduct (Phase 1)

- The Viaduct is a critical asset linking East and West rail lines.



Greater Cleveland Regional Transit Authority



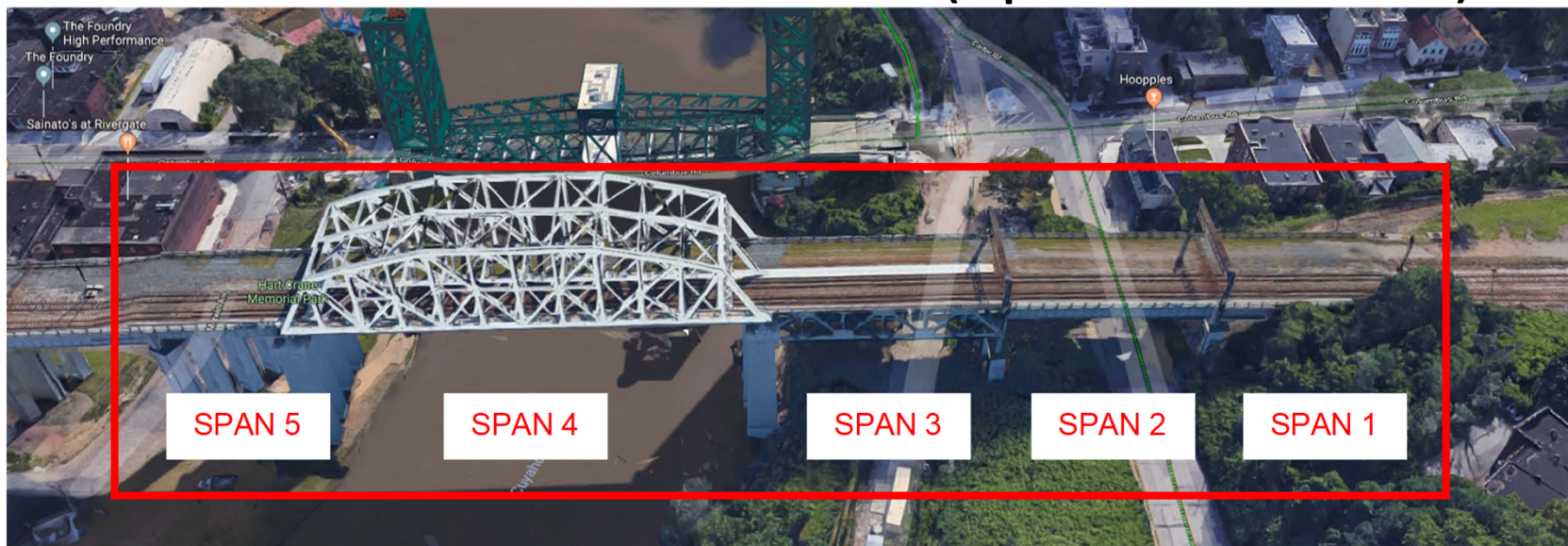
Rehabilitation of the Cuyahoga Viaduct (Phase 1)

Planning Efforts

- The previous rehabilitation work performed over 20 years ago (1999-2000)
- 2018 engineering evaluation identified specific repair or rehabilitation work required.
- Various planned phases including Phase 1 will address critical items.

Rehabilitation of the Cuyahoga Viaduct (Phase 1)

Locations to Rehabilitate (Spans 1-5 & 30)



Rehabilitation of the Cuyahoga Viaduct (Phase 1)

Proposed Work

- Remove loose concrete overhead in span 30
- Spot paint critical connections on truss spans 3&4
- Replace fouled ballast on bridge spans 1-5
- Repair deck membranes to seal leaks spans 1-5
- Remove deck railing on east side span 4

Proposed Work (con't)

- Clean drainage systems in spans 1 - 5
- Concrete patch/seal foundations in spans 1-5, 30
- Clean and Lubricate support bearings under steel superstructures

Rehabilitation of the Cuyahoga Viaduct (Phase 1)

Procurement Overview

- Invitation for Bid (IFB) issued March 22, 2021
- Bids received April 21, 2021
- Accessed on the GCRTA website by 39 interested parties
- Three (3) firms submitted a responsive bid

Rehabilitation of the Cuyahoga Viaduct (Phase 1)

Procurement Overview

Lowest responsive and responsible vendor:

- BECDIR Construction Co., Berlin Center, Ohio

A 16% DBE Participation goal was assigned to this project and will be achieved through the use of using Cuyahoga Fence, LLC, Cook Paving & Construction Co., Inc., Armstrong Steel Erectors, Inc., Keepainting, LLC, Denise's Flagging & Construction Services, Inc., RAR Contracting Co., Inc., Timeline Photography, LLC, and American Roadway Logistics, Inc.

Rehabilitation of the Cuyahoga Viaduct (Phase 1)

Procurement Overview

Firm Experience:

- BECDIR Construction Co. has completed projects for ODOT, the City of Brecksville, Cuyahoga County, Lake County, and Summit County, among others
- BECDIR Construction Co. was founded in 1988 and has a history of working on public projects

Rehabilitation of the Cuyahoga Viaduct (Phase 1)

Procurement Overview

Staff Requests that the Operational Planning and Infrastructure Committee recommend award to BECDIR Construction Co. for the Rehabilitation of the Cuyahoga Viaduct (Phase 1). The contract is in an amount not to exceed \$4,698,429.00.

Rehabilitation of the Cuyahoga Viaduct (Phase 1)

Procurement Overview

Questions?

Red Line West Catenary Rehabilitation

Presented to:

Operational Planning & Infrastructure Committee

May 11, 2021

Red Line West Catenary Rehabilitation



Red Line West Catenary Rehabilitation



Greater Cleveland Regional Transit Authority



Red Line West Catenary Rehabilitation

- Project Limits from Tower City to the Airport
- Focus on Catenary Structures
- Service Impacts – The Red Line may have to single track periodically for some portions of the work.
- The Engineer's Estimate was \$2,595,212.00.
- Other Sections to be Rehabilitated in Future Projects

Red Line West Catenary Rehabilitation

- Based on a 2018 Study of the Structures by Osborn Engineering
- Improvements
 - Repair of 168 pole foundations
 - Repair of 16 base plates
 - Repair or replacement of 49 anchor bolts
 - Repair of 21 poles
 - Repair or replacement of 4 guy wires
 - Installation of 177 pole signs

Red Line West Catenary Rehabilitation

- Procurement Overview

Invitation For Bid (IFB) issued March 8, 2021.

Accessed on the GCRTA website by 16 interested parties.

Four (4) firms submitted a bid.

Red Line West Rehab.

Lowest responsive and responsible vendor:

- RailWorks Track Services, Inc., Chicago, Illinois

A 19% DBE participation goal was assigned to this project and will be achieved through the use of Cook Paving.

Red Line West Rehab.

Firm Experience:

- RailWorks Track Services, Inc. has successfully completed projects for GCRTA, Norfolk Southern, Burlington Northern Santa Fe Railroad, Canadian Pacific, among others.
- RailWorks Track Services, Inc. is currently working on the Rehabilitation of Tracks 10 and 13 at Tower City Station.

Red Line West Rehab.

Staff requests that the Operational Planning and Infrastructure Committee recommend award to RailWorks Track Services, Inc. for the Red Line West Catenary Rehabilitation. The contract is in an amount not to exceed \$2,101,300.

Amending the 2021 Capital Improvement Fund Budget

May 11, 2021

Operational Planning & Infrastructure
Committee

Greater Cleveland Regional Transit Authority



Funding Sources

Federal

- Formula Grants

- Competitive Grants

State

Local Funds

- Sales Tax

- Bonds

FY 2021 Current Budget

Date	Budget Appropriation	Amended Amount	Justification
May-12-20	\$114,024,752	\$0	
Dec-15-20	\$126,674,752	\$12,650,000	Rail Cars Rplc. Prog, Baby on Board & LR Passenger Shelters Replacement
Feb-16-21	\$251,174,752	\$124,500,000	Rail Cars Rplc. Prog. & CRRSAA

COVID Relief Funds

		Budget to Appropriate
CRRSAA	\$60M appropriated in Dec 2020	\$7,416,467
ARP	\$30B for public transit	136,014,421
Rides to Community Immunity	Through ODOT	972,777
COVID Mass Vaccination Security	Through OEMA	200,000
Total Budget to Appropriate		\$144,603,665

FY 2021 Amended Capital Budget

FY 2021 Amended Capital Improvement Fund Budget Combined Budget Authority			
PROJECT CATEGORY	2021 Current Budget	2021 Amended Budget	Variance
Bus Garages	\$0	\$0	\$0
Bus Improvement Program	\$21,300,000	\$21,300,000	\$0
Equipment & Vehicles	\$4,923,246	\$4,923,246	\$0
Facilities Improvements	\$14,888,260	\$14,888,260	\$0
Other Projects	\$2,859,576	\$2,859,576	\$0
Preventive Maint./Oper. Reimb.	\$78,000,000	\$222,603,665	\$144,603,665
Rail Projects	\$22,903,670	\$22,903,670	\$0
Rail Car Replacement Program	\$106,000,000	\$106,000,000	\$0
Transit Centers	\$300,000	\$300,000	\$0
TOTALS	\$251,174,752	\$395,778,417	\$144,603,665

Recommendation

Staff recommends to the Operational Planning & Infrastructure Committee to present this resolution to the full Board for approval

2022 - 2026 Proposed Capital Improvement Plan (CIP)

May 11, 2021

Operational Planning & Infrastructure Committee

Office of Management & Budget
and

Engineering & Project Management

Greater Cleveland Regional Transit Authority



Capital Improvement Plan (CIP) Calendar

- September '20 CIP Budget development begins
- September '20 – March '21 Submission and prioritization of projects
- April '21 Finalize projects and funding
- May '21 Presentation of 5-Yr Capital Improvement Plan (CIP) and Public Hearing
- May '21 Adoption of the 2022 CIP Budget
- June '21 Submission of 2022-2026 CIP to NOACA

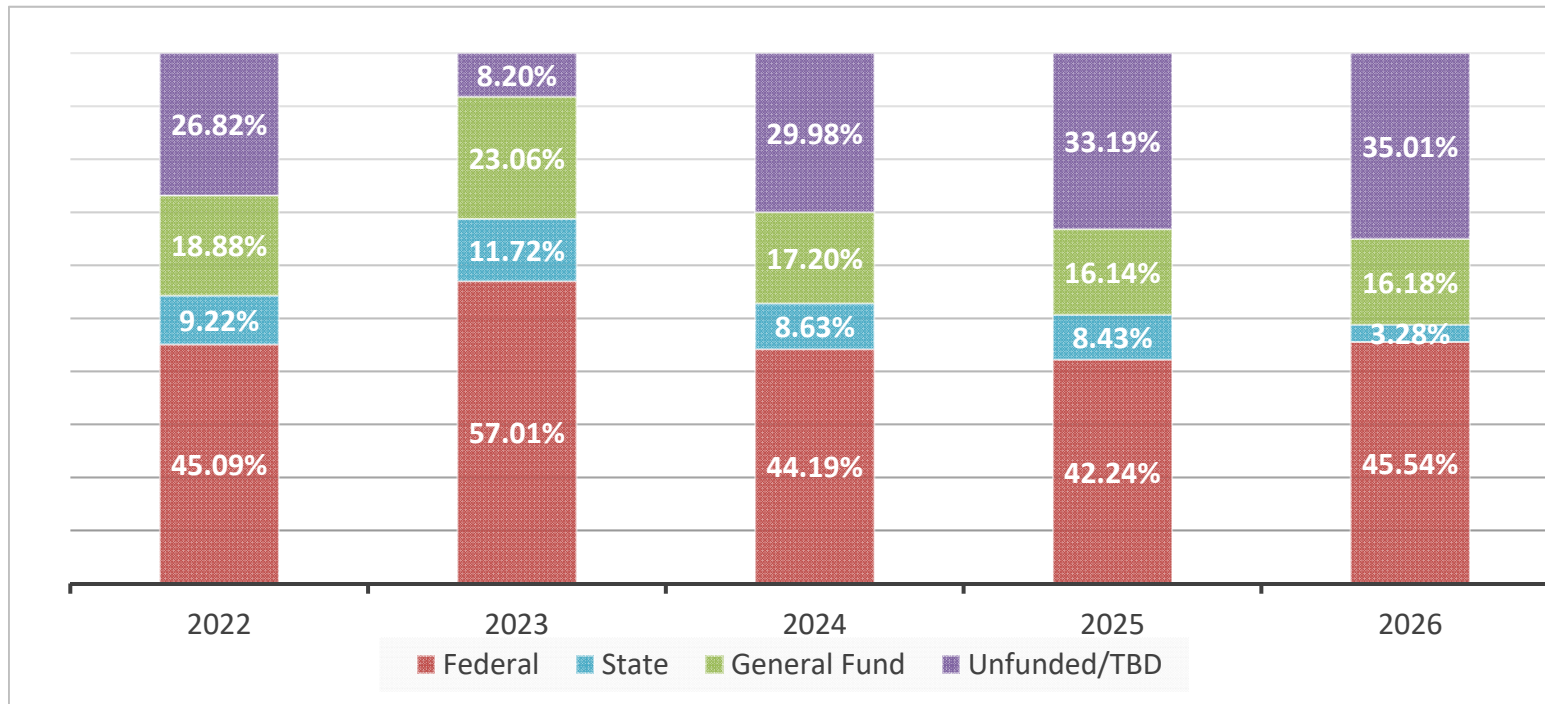
Capital Improvement Plan-Goals

- Prioritize capital projects for funding
- Support of the Authority's Strategic Plan
 - Capital Project Ranking Criteria
 - State of Good Repair 25%
 - Health and Safety 20%
 - Government Mandates 20%
 - Ridership/Transit Oriented Development 15%
 - Operating Budget Impact 15%
 - Environmental Impact 5%

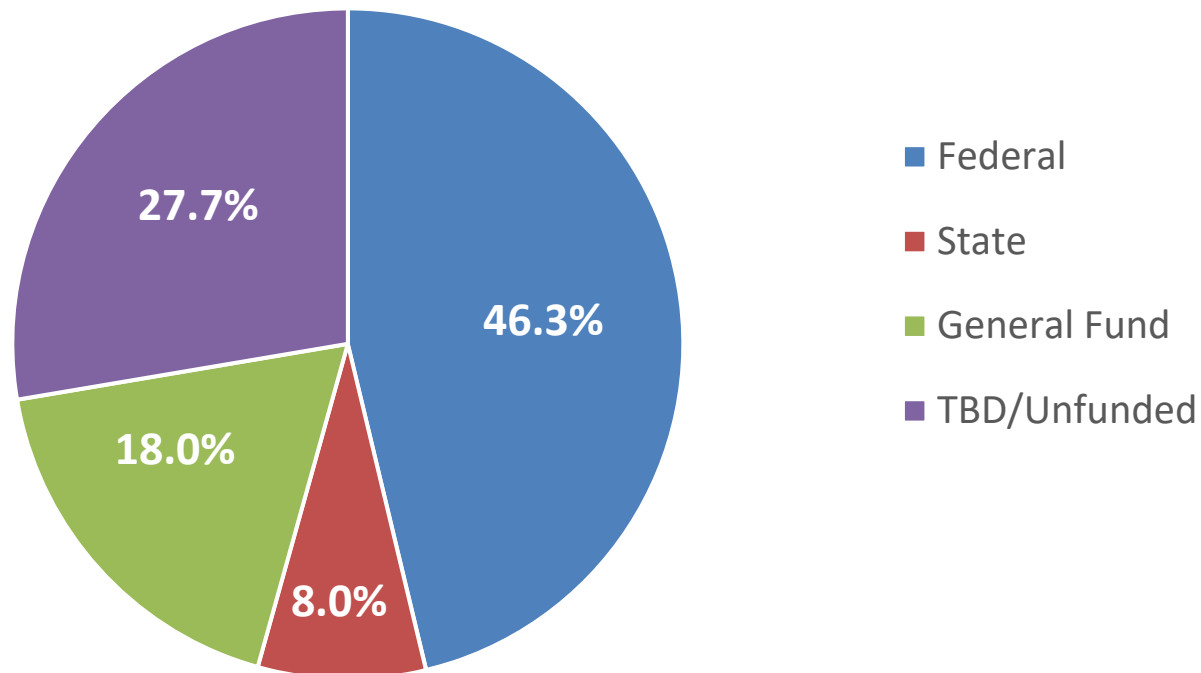
Five Year Plan – Project Category

2022 - 2026 AMENDED COMBINED CAPITAL IMPROVEMENT PLAN Combined Budget Authority						
PROJECT CATEGORY	2022 Budget	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2022-2026
Bus Garages	\$0.7	\$3.5	\$1.7	\$0.0	\$0.0	\$5.9
Bus Improvement Program	\$21.3	\$21.1	\$21.1	\$21.1	\$21.1	\$105.7
Equipment & Vehicles	\$7.5	\$7.2	\$4.3	\$4.2	\$7.2	\$30.4
Facilities Improvements	\$18.2	\$13.4	\$12.2	\$11.7	\$8.7	\$64.2
Other Projects	\$3.8	\$2.6	\$2.6	\$2.6	\$2.6	\$14.2
Preventive Maint./Oper. Reimb.	\$1.6	\$1.2	\$1.5	\$4.8	\$18.0	\$27.1
Rail Projects	\$23.5	\$21.0	\$19.8	\$23.6	\$9.4	\$97.3
Rail Car Replacement Program	\$33.1	\$16.2	\$54.0	\$52.0	\$46.6	\$201.9
Transit Centers	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$1.5
TOTALS	\$110.0	\$86.5	\$117.5	\$120.3	\$113.9	\$548.2

Funding Sources by Year



Five Year Plan – Funding Source



Engineering & Project Mgmt.



Greater Cleveland Regional Transit Authority



2022 Capital Budget Highlights

- 2021 Continuing Projects
- Bus Garages
- Rail Projects
- Facility Improvements
- Other
- Vehicle Improvement Program
- Competitive Grants
- Unfunded Projects

2021 Projects Continuing in 2022

- Design
 - West 117th Street Bridge and Platform
 - Waterfront Line Bridge Repairs
- Construction
 - West 117th Substation
 - Tower City East Portals

Bus Garages

- Design
 - None
- Construction
 - Hayden Roof Replacement

Rail Projects

- Design
 - Light Rail Reconstruction – Phase 4
- Construction
 - Light Rail Track Reconstruction – Shaker Square & Moreland Pocket Track
 - Red Line Switch 515 and Brookpark Yard Tracks
 - Overhead Catenary Repairs Phase 2
 - Signal System Upgrades

Facility Improvements

- Design
 - Red Line Track Bridge over Brookpark Road
- Construction
 - Light Rail Track Bridge over Conrail

Other

- Planning
 - On – Board Origin & Destination Survey

Vehicle Improvement Program

- 2022 Bus Replacements
 - 10 Paratransit Vehicles
 - 20+ 40 foot CNG Buses
 - Receive 16 – 60 ft. CNG 5-door BRT HealthLine Vehicles
- Rail Car Replacement Program
 - Design of Brookpark Shop Renovations
 - Design of Platform Modifications

Unfunded CIP Needs

- \$344 M in unfunded projects
 - Rail Vehicles \$122M
 - Rail Facility & Infrastructure \$ 22M
 - Track Rehabilitation \$ 80M
 - Bus Improvements \$ 54M
 - Technical Support – Hardware/Software \$ 49M
 - Bus/Rail Maintenance Facilities \$ 8M
 - Bridges, Stations, Equipment, Other \$ 9M

Securing Additional Funding

- FTA formula grants provide a base funding level of approximately \$45 million per year.
- SFY2022-2023 ODOT Office of Transit administers \$70 million of Ohio General Revenue and Flex Funding.
- Competitive grants at federal, state, and local level provide majority of funding beyond the base of \$45 million.

Competitive Grant Awards in 2020

- Bus Improvement Program
 - \$2.0 million OEPA VW
 - \$3.7 million ODOT UTP
 - \$0.9 million NOACA Section 5310
- Rail Car Replacement Program
 - \$15.0 million USDOT BUILD
- Light Rail Track Replacement
 - \$6.0 million ODOT OTP2

Upcoming Grant Submissions

- Bus Improvement Program
 - \$3.7 million ODOT UTP
 - \$20.0 million NOACA CMAQ
 - \$0.9 million NOACA Section 5310
- Rail Car Replacement Program
 - \$15.0 million USDOT RAISE
 - \$15.5 million ODOT OTP2
- Light Rail Track Reconstruction
 - \$47.0 million ODOT TRAC

Questions



Public Hearing

Send public comments to:
Public-Comment@gcrta.org or
call 440-276-4600

Recommendation

Staff recommends to the Operational Planning & Infrastructure Committee to present this resolution to the full Board for approval

- FY 2022- 2026 Capital Improvement Fund Budget

External and Stakeholder Relations & Advocacy Committee

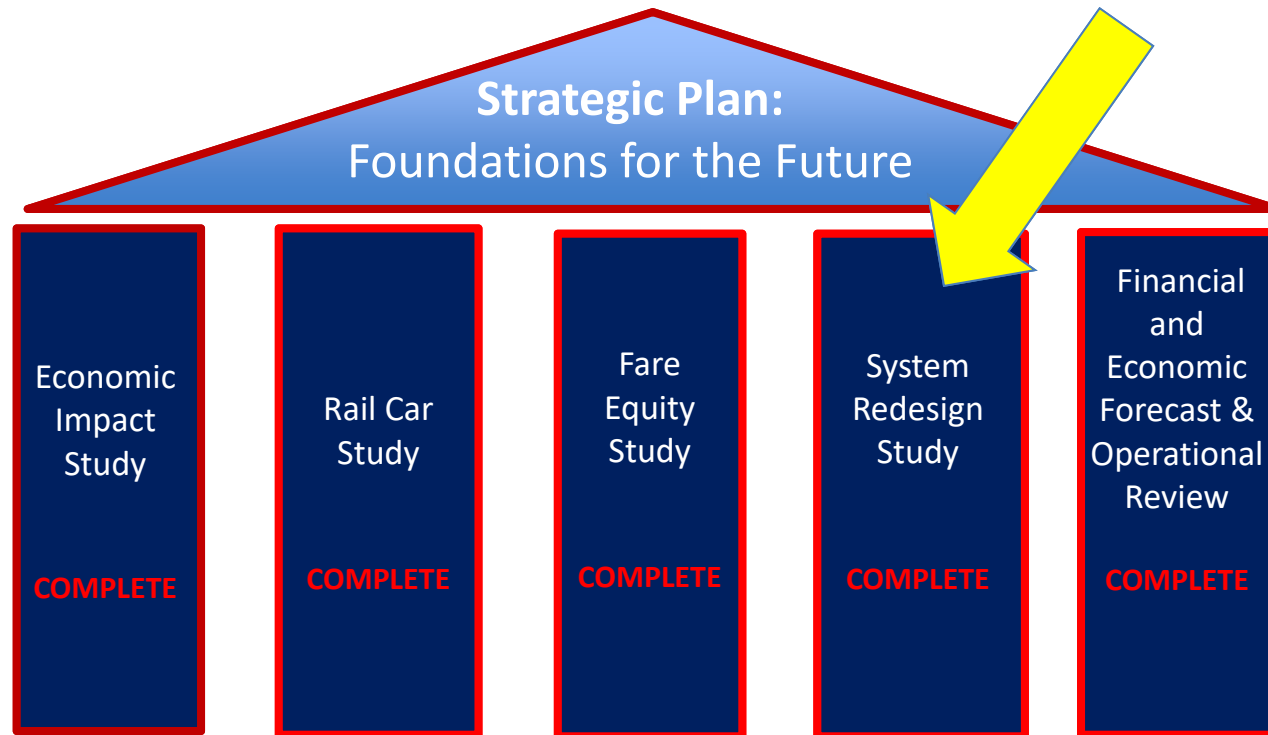
Chair: Chief Valarie J. McCall



NEXT GEN

Greater frequency • Greater connectivity • for Greater Cleveland

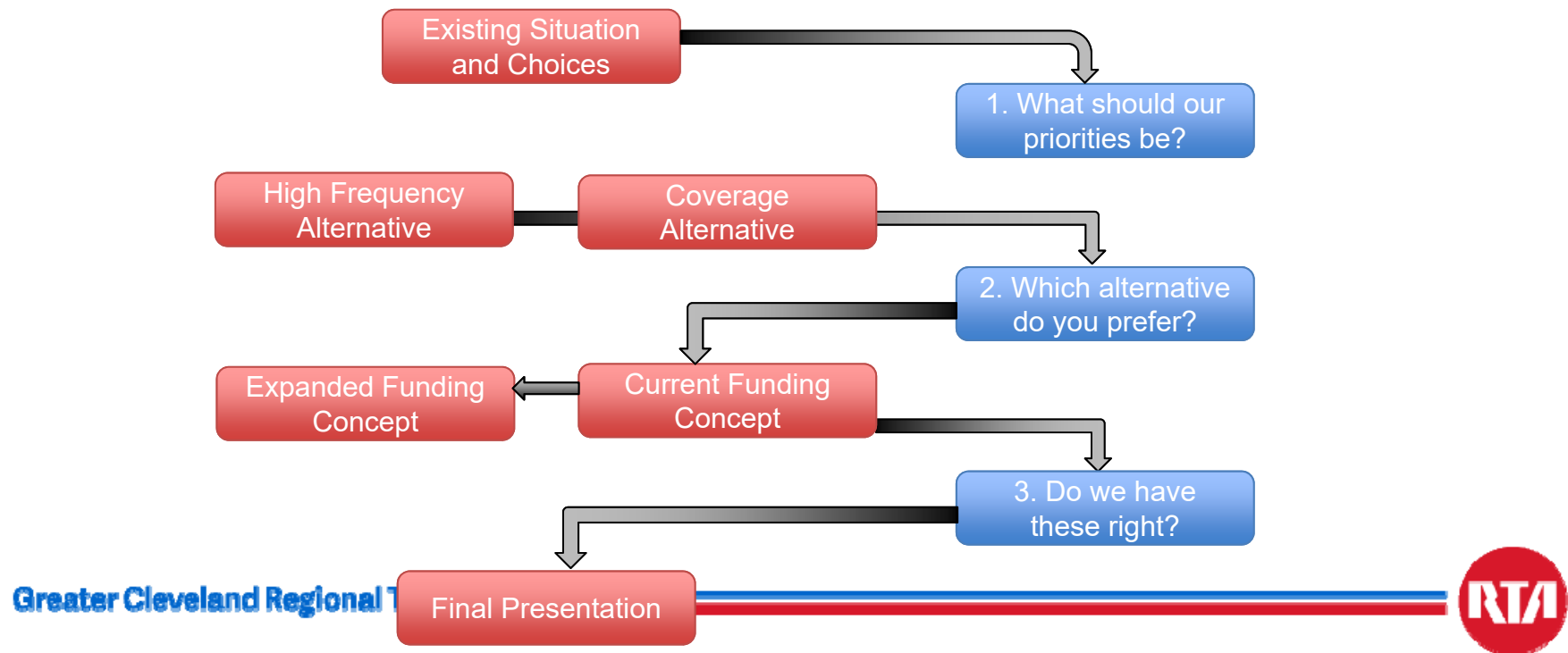
Strategy Development



2019 Process With JWA and Stakeholders

Technical and Design Work

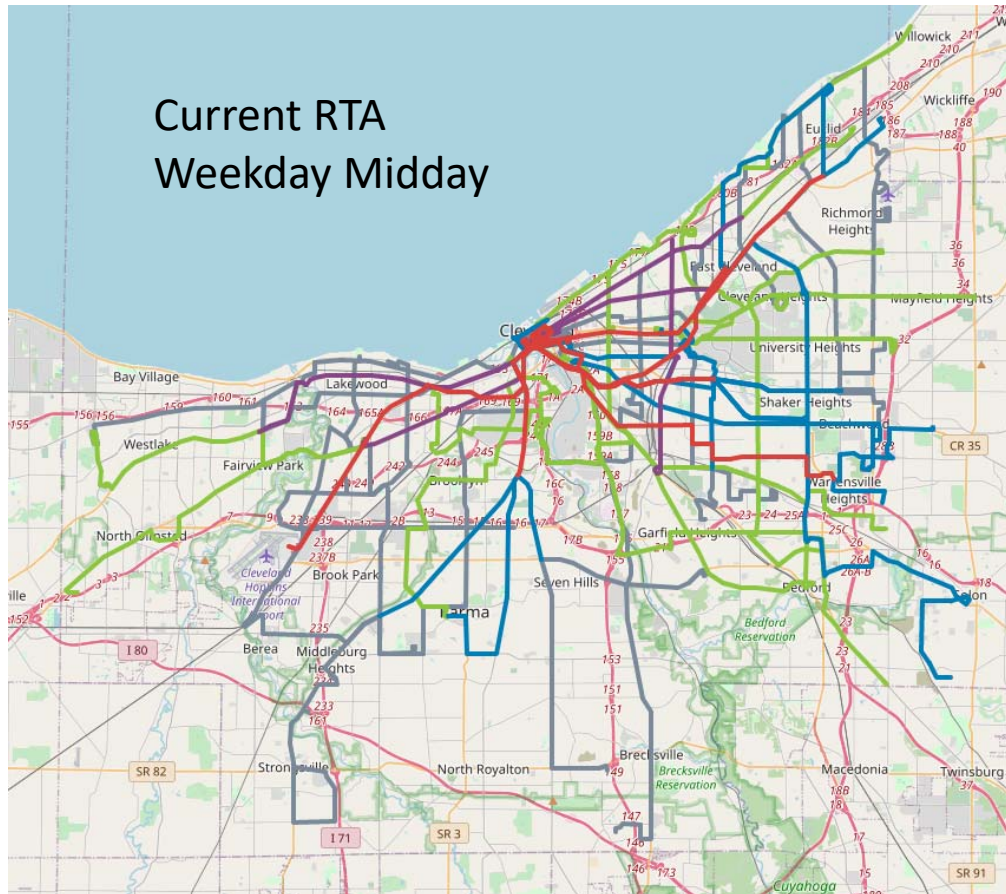
Questions to the Public



Main Features – Connecting Our Community

- Prioritize trips to work, education and health care
- More frequent service all day on weekdays
- More frequent service on Saturdays and Sundays
- More direct transportation, less need to transfer between vehicles on trips between city and suburbs

Current RTA Weekday Midday



Frequency Legend

 15 min or better

 20 min

 30 min

 40 - 45 min

 60 min

Greater Cleveland Regional Transit Authority



NEXT GEN RTA Weekday MIDDAY

🕒 60 min

Internal Communications

- Email Signature
- Screen Savers & ScreenCloud
- Posters of Maps and Reference Table
- Messages in SelfServe, HASTUS, and Ultramain
- Q&A sessions
- NEXT GEN webpage

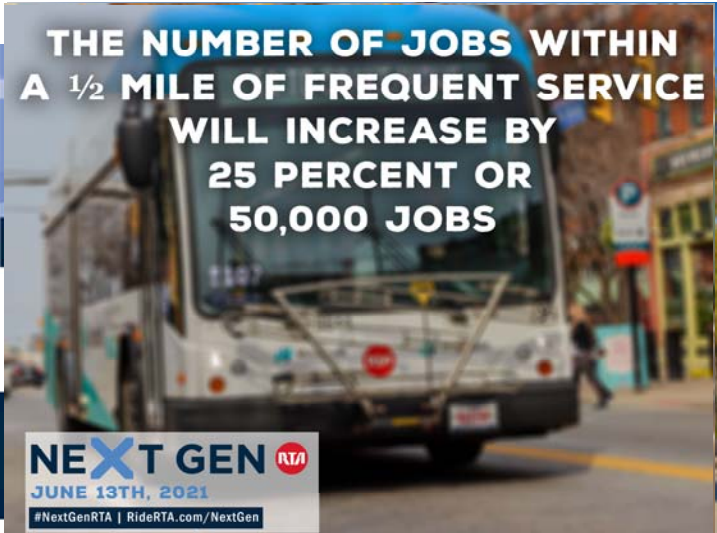
Email Signatures

- Email Signature informing of launch date
 - Two versions
 - Each running for 4-5 weeks each



Screen Saver & Screencloud

- Provides info on June 13th go live date
- Facts about NEXT GEN RTA



**THE NUMBER OF JOBS WITHIN
A 1/2 MILE OF FREQUENT SERVICE
WILL INCREASE BY
25 PERCENT OR
50,000 JOBS**

NEXT GEN RTA
JUNE 13TH, 2021
#NextGenRTA | RideRTA.com/NextGen

RideRTA.com/NextGen #NextGenRTA

SelfServe, HASTUS & Ultramain

- Messages began playing 4/5/2021
 - SelfServe - 689 operators have acknowledged (through 4/30/2021)
 - SelfServe - 189 operators had not acknowledged (through 4/30/2021)
- Four different messages will play from April 5-June 13th

The screenshot shows a web browser window displaying the SelfService Employee portal. The user is logged in as Selena Coleman #103303. The interface includes a navigation menu on the left with options like 'At A Glance', 'Today's Reports', and 'Tomorrow's Reports'. The main content area shows the 'At A Glance' section for Tuesday, April 13, 2021, and Wednesday, April 14, 2021. On the right, there is an 'Employee Messages' section with a message about the Next Gen RTA system redesign, which begins service on June 13th. A blue arrow points to this message.

SelfService Employee

operatorselfservice.gcrrta.org/Employee/Home.aspx?moniker=SG9tZTpb210jhhNTU5ODYzLWE5MGYtNDgxMy1hYzZjLWVlbnzVjMzljZGQ4Yw==

Selena Coleman #103303 Log Off

At A Glance

At A Glance

Tuesday, April 13, 2021

OFF

Wednesday, April 14, 2021

2060 194 1:00 AM 9:00 AM 194

Employee Messages


Ackn. Text

NEXT GEN RTA, our bus system redesign, begins service on June 13th. For information on the system redesign, Next Gen RTA, view the interactive map and more be sure to visit RideRTA.com/NextGen.

Displayed until: 5/5/2021.


Other Communications

- Posters of route maps will be posted at each district
- Staff hosted Q&A sessions at Hayden & Triskett to review NEXT GEN RTA
- Training department incorporating NEXT GEN RTA into training materials

NEXT GEN 
Greater frequency • Greater connectivity • for Greater Cleveland

NEXT GEN is coming June 13th. See the table below for how your bus routes will be affected.

If You Currently Take: Then You Should Look For: If You Currently Take: Then You Should Look For:

NEXT GEN 
Greater frequency • Greater connectivity • for Greater Cleveland

Service Management will be here to answer questions you may have regarding NEXT GEN on:

Wednesday, April 21, 2021
12:00 p.m. – 3:00 p.m.
Hayden Operator Lounge

RideRTA.com/NextGen

#34	#34
#37	#37
#38	#9
#39-39F	#10, #39
#40	#40

#NextGenRTA

#50F	#50
#94	#94
#246	#55-55B-55C
#251	#251
#263	#55-55B-55C

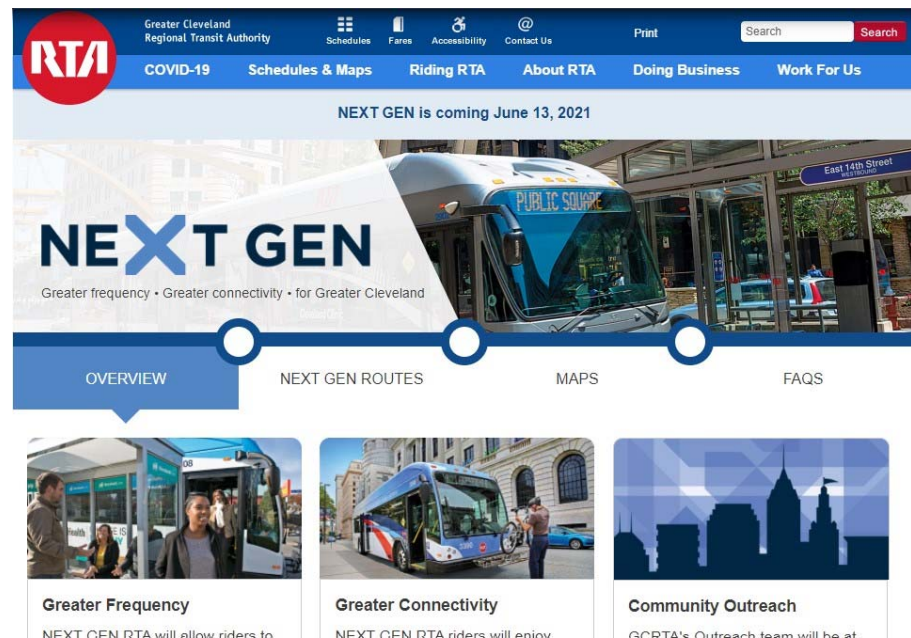
External Communications

- Printed Materials
 - Route Book
 - Posters, interior car cards
 - Stickers at Shelters, Transit Centers & Train Stations
- Webpage
- Social Media posts
- Media Conference/Press Kit
- Onboard audio messages
 - General & Route Specific
- Community Outreach

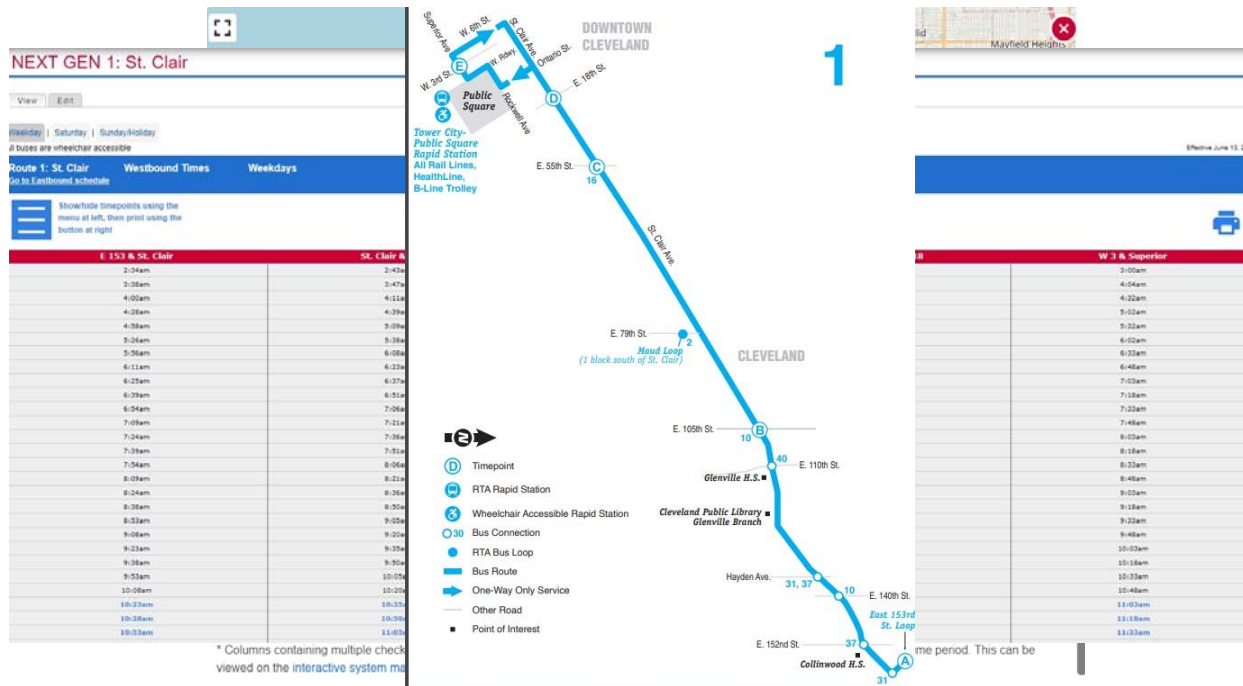


NEXT GEN RTA Webpage

- Overview of Redesign
- NEXT GEN RTA Routes
- Interactive Map
- FAQ's
- Other Information
 - Route Book
 - Route Table Reference Guide

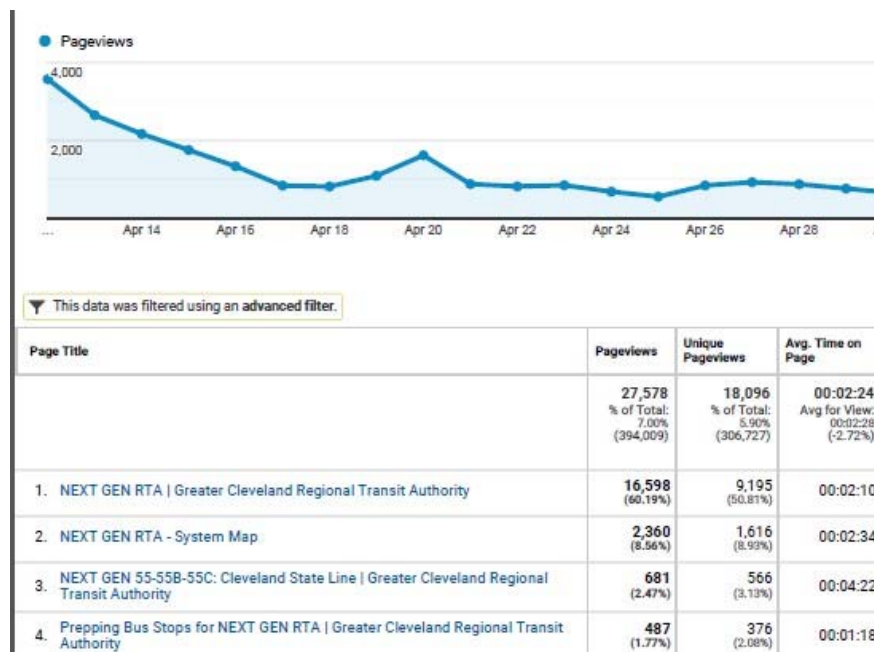


NEXT GEN RTA Route page

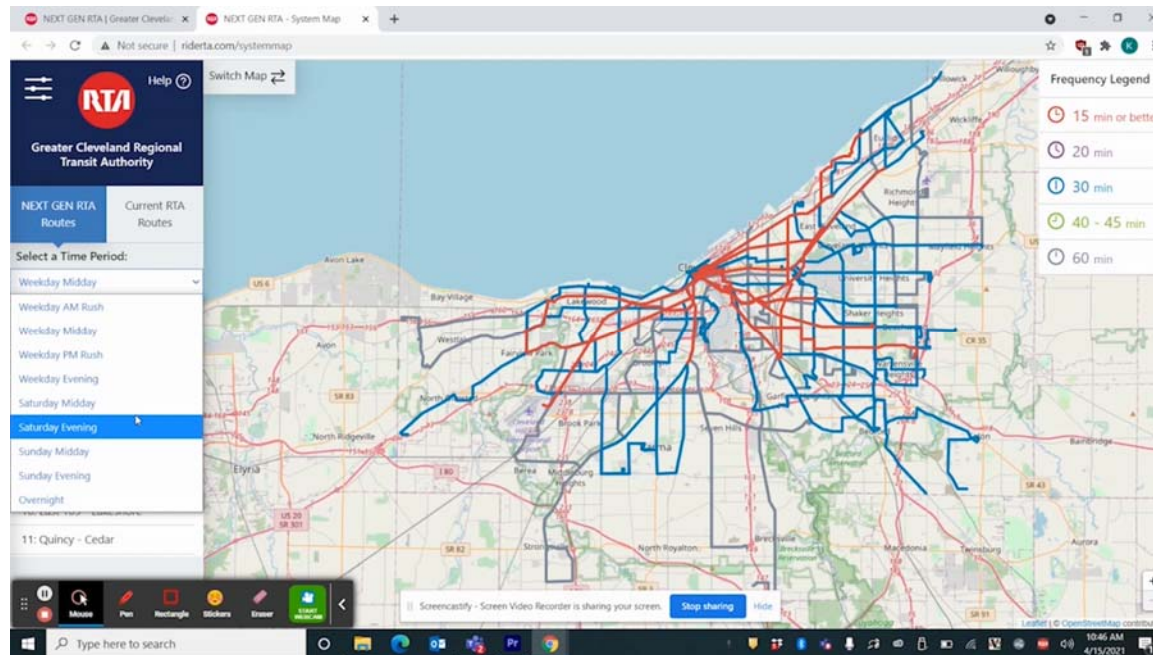


NEXT GEN Analytics

- Webpage
 - 18,096 unique views
 - Largest areas viewed
 - NEXT GEN RTA
 - Interactive Map
 - Blog on prepping Bus Stops
- Total File Downloads = 9,300
 - Reference chart with 629
 - Routes all have varying amount of downloads



Interactive Map

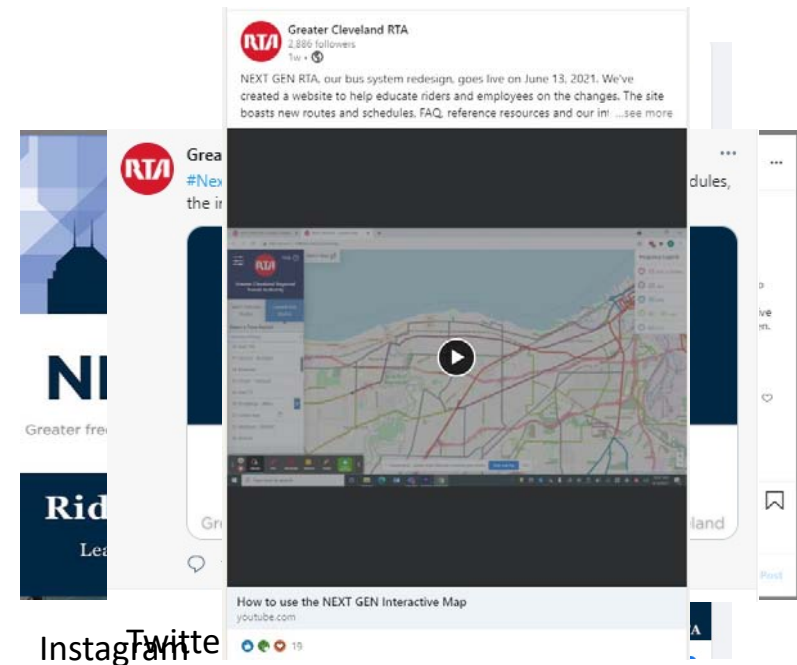


Greater Cleveland Regional Transit Authority



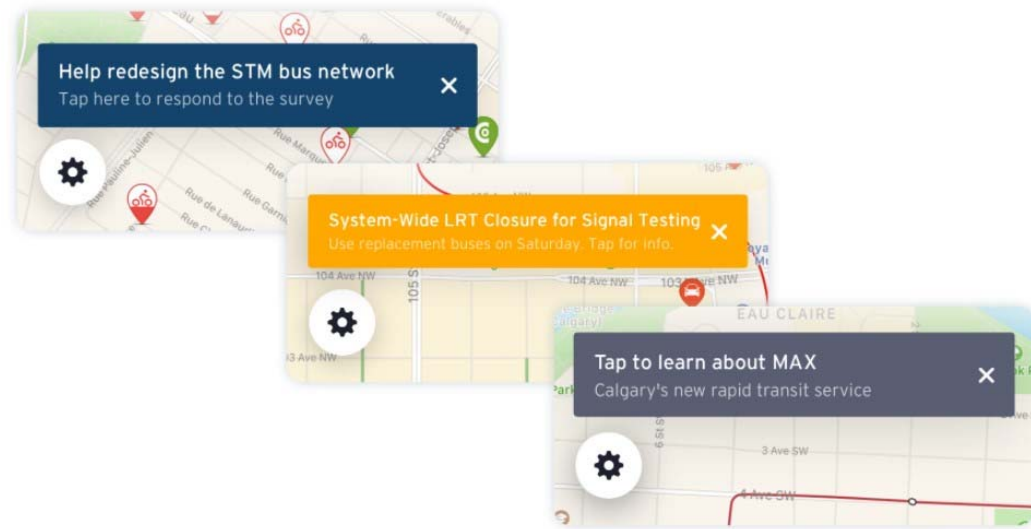
Social Media Posts

- Promote when NEXT GEN is coming
- Invite to visit webpage to learn more
- Key facts on enhancements of NEXT GEN RTA



Transit App Banner

- Two Banners
 - May 23-June 12th
 - June 13 - June 20th



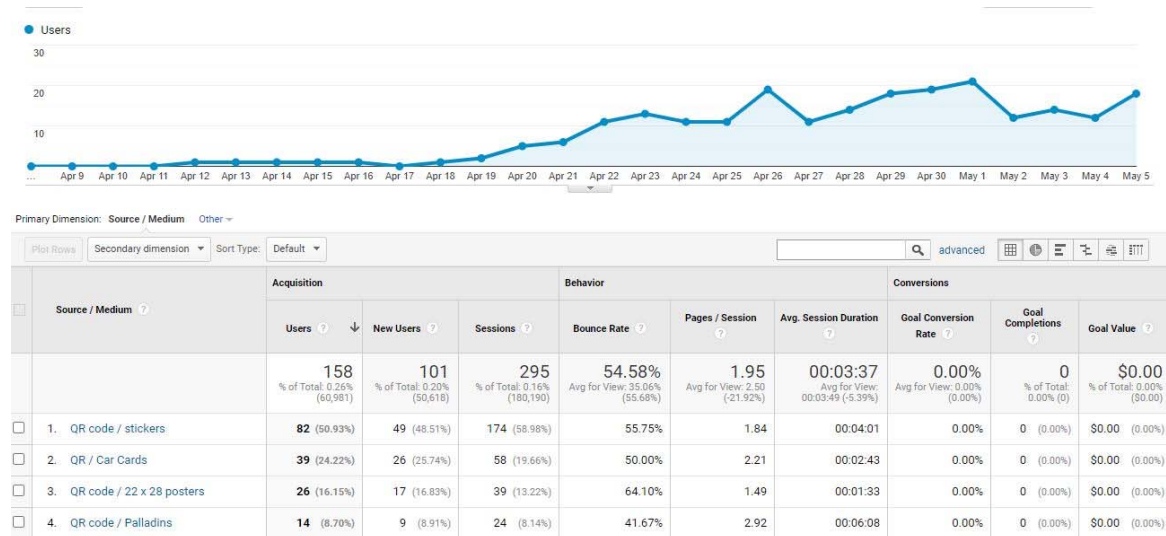
Printed Materials

- Route book of maps and route reference chart
- Posters
- Palladin screens
- Stickers at Shelters, Transit Centers & Train Stations



QR Code Analytics

- Total scans = 158
 - Stickers = 82
 - Car Cards = 39
 - Poster = 26
 - Palladins = 14



Media Relations

- Press Conference
 - Hosted after May 11th Board Meeting
- Media Tour
 - After press conference
 - Two weeks before June 13th
- Press Kit
 - Press release
 - NEXT GEN Promo items
 - Key Facts about NEXT GEN



Bus Stop Signs

- Before NEXT GEN RTA goes live
 - Prepare and post notices of new/removed bus stops
 - Prepare and post new signs with new information covered up
 - Worked with Union to re-allocate staff to support
- After NEXT GEN RTA goes live
 - Remove covers to expose detailed information
 - Give highest priority to routes with major changes

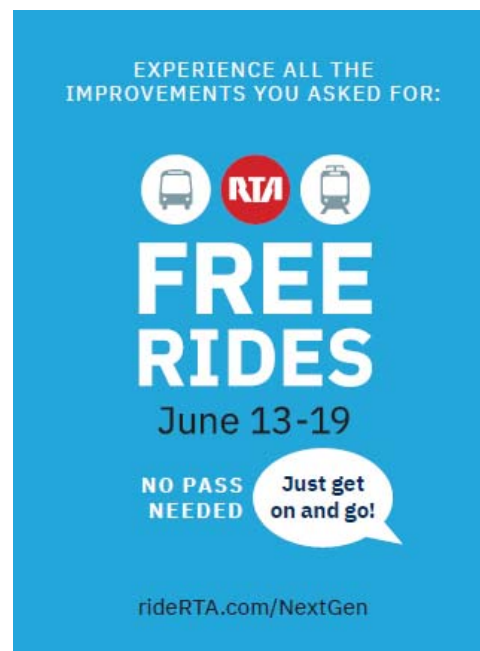


Other Communications

- Onboard audio messages
 - General playing at all train & transit stations, on buses and trains
 - Route Specific will be GeoTargeted to communicate major changes and enhancements
- Community Outreach
 - Provide digital social media kit containing photos and content for posting to social channels to partners, CDC's, Mayors and Managers, and others
 - Work with transit agencies that connect to GCRTA by providing them our digital social media kit, Route table and poster with QR code
 - Presentations by Community Outreach & Commuter Advantage staff
 - Volunteers at train/bus stations & bus stops to educate passengers

Free Ride Offer

- Kicking off the NEXT GEN RTA launch
 - Invites riders to ride for free
 - Week of June 13-19, 2021
 - Ride free on Bus, Rail, Park-n-Ride and Paratransit



Questions



NEXT GEN 

Greater frequency • Greater connectivity • for Greater Cleveland

Greater Cleveland Regional Transit Authority



Audit, Safety Compliance & Real Estate Committee

Chair: Karen Gabriel Moss

Executive Session