



Greater Cleveland Regional Transit Authority

Quarterly Management Report

Second Quarter 2019

Q2



Contents

From the CEO.....	2
Financial Analysis	4
Financial Vision	4
Financial Goals.....	7
Capital Commitments and Expenditures.....	10
Performance Measures	15
Critical Success Factors.....	16
Quarter Initiatives and Special Promotions to Increase Ridership.....	17
DBE Participation/Affirmative Action	19
Office of Business Development Activities.....	20
Affirmative Action	21
Succession Planning.....	22
Engineering/Construction Program	24

From the CEO



The 2nd quarter of 2019 was a time of progress and accomplishment for RTA. The first round of community meetings for the System Redesign Study was completed. At these meetings, RTA staff shared initial survey results and received public input on network designs which evaluated preferences for service frequency and/or coverage.

At those same meetings, the staff also covered the Fare Equity Study. Staff presented the findings of an on-board survey of nearly 3,000 customers. Some key findings were that over 65% of trips are taken by riders traveling on the system more than 5 days per week; about 90% of trips are taken by riders making at least two, one-way trips, each day they use RTA; most riders are traveling to or from work; and about 75% of riders did not have a car available to use instead of RTA. Attendees were asked to complete a short survey to capture opinions related to the existing fare structure, as well as identifying the community's fare policy priorities. The next round of community meetings will be held in September.

During the 2nd quarter, RTA began work on a \$6.4 million track upgrade to the Red Line. Extending between the West Park Station and the Airport Tunnel, the project includes rehabilitating 3.6 miles of railroad track, replacing 12,275 timber cross ties, improving track drainage, adding signal improvements, and repairing the platform at the Puritas Station. These upgrades are funded by the Ohio Department of Transportation (ODOT) and ODOT's Transit Preservation Partnership Program, and mark the final portion of a multi-year \$38 million effort to repair and improve the West Side Red Line.

The upgrades to the East 105-Quincy Red Line Station were completed during the 2nd quarter of 2019. ODOT provided \$3.2 million to build a second station entrance, extend the platform and enhance the ADA accessibility at the station as part of their investment in the Opportunity Corridor. During the public celebration of the upgrades, RTA honored the late William Harry Alexander's contributions to RTA. Mr. Alexander served as one of the original members of the board when RTA was formed in 1975 and served as President of the GCRTA board from 1979-1984.

As always, RTA and its employees strive for excellence, and the 2nd quarter showcased achievements throughout the Authority. In April, RTA held its annual Employee Recognition Banquet. A total of sixty-eight employees were honored for their exceptional service to the organization. From this group of honorees there were 26 Support Employees of the Month, 12 Operators of the Month, 1 Suggestion-of-the-Year winner, 23 Safe Operation Operators, 3 Transit Police Exemplary Service winners, and 3 General Manager's Customer Service Award winners.

For the second consecutive year, RTA was awarded the Gold Safety & Security Excellence Award from APTA, which was presented at the APTA Mobility Conference in May. APTA recognized RTA for Transit Police efforts in conducting full-scale active shooter exercises in October 2017, with follow-up classroom training for RTA employees in 2018, and mini active shooter exercises in 2019. A full 94% of RTA employees participated in the training.

This report provides an update on RTA's finances, performance management, disadvantaged business enterprise (DBE) program, and other strategic objectives. In the upcoming quarters, the team will continue

along our path of execution and strategic planning. We will do so with the community at-large as we look to re-imagine transit in northeast Ohio.

The intent of the Quarterly Management Report is to provide information to assist you in carrying out your oversight role and statutory responsibilities as the Governing Board of the Authority.

Sincerely,



Floun'say R. Caver, Ph.D., Interim CEO
General Manager/Secretary-Treasurer

Financial Analysis

Financial Vision

The first half of 2019 has been very busy with the Pillar Studies, Red Line west rail reconstruction projects, S-Curve retaining wall replacement project, and the selection of three new Paratransit vendor contracts.

The Authority amended the 2019 budget to increase sales tax revenues and to transfer \$6 million to the Reserve Fund for rail car replacement. A \$30 million debt issuance was completed. The Economic Impact Study and Rail Car Study, two of the five pillar studies, were submitted and presented to the Board of Trustees. Jarrett Walker and Associates and LTK presented updates on the System Redesign Study and Fare Equity Study, respectively, both of which are scheduled for completion in late 2019. The Authority received excellent credit ratings from Standards & Poor's (AA+) and Moody's (Aa1). The 2020 – 2024 Capital Improvement Program was approved by the Board of Trustees and submitted to the Northeast Ohio Areawide Coordinating Agency (NOACA). The first Red Line west rail reconstruction project was completed just before the Baseball All-Star Game. The S-Curve retaining wall emergency project and the second Red Line west rail reconstruction project were started and both should be completed during the Third Quarter.

The Economic Impact Study was conducted by Cleveland State University's Center for Economic Development. The results of this study were presented to the Board of Trustees in the 1st Quarter 2019 and include the following:

- Transit impact on Cuyahoga County property values: \$2.2 billion
- Property values increased 3.5% within a decade for previously unserved census tracts
- RTA's annual economic impact to Cuyahoga County: \$322 million
- RTA's annual direct spending in Cuyahoga County: \$182 million
- Annual sale of goods and services to RTA by local businesses: \$35 million
- RTA creates and sustains nearly 3,000 jobs in Cuyahoga County
- RTA employees residing in Cuyahoga County: 1,800
- Jobs created from RTA-purchased goods and services in Cuyahoga County: 1,177
- Improved transit access in urban neighborhoods results in:
 - 12.9% reduction in poverty
 - 3.1% growth in employment

The Rail Car Study was conducted by LTK Engineering Services. This was a comprehensive evaluation of the Authority's Heavy Rail Vehicles (HRV) and Light Rail Vehicles (LRV). Both fleets have undergone mid-life rehabilitation but are now exceeding the 30-year useful life. Based on the results of the study, the Heavy Rail Vehicles have an estimated 5 years of life and the study recommended replacement of the fleet rather than undergoing rehabilitation. The cost for replacement of the HRV fleet is estimated at \$102 million for 34 cars (about \$3 million per vehicle). The Light Rail Vehicles have an estimated remaining life of 10 years. The estimated replacement cost for the LRV fleet is \$96 million for 24 cars (about \$4 million per vehicle). At the end of the 2nd Quarter, the Authority has set aside nearly \$24 million in local funding under the Reserve Fund, Rolling Stock Replacement, for the rail cars. The goal is to transfer an additional \$5 million to the Reserve Fund for Rolling Stock Replacement by year end.

The Authority’s Strategic Plan include four areas of performance: Fiscal Responsibility, Voice of the Customer, Continual Process Improvement, and Innovation, Learning & Growth. In this section, Fiscal Responsibility is the focus.

The Balanced Scorecard identifies two initiatives under Fiscal Responsibility: (1) Increase Revenue and Reduce Expenses, and (2) Enhance Fiscal Responsibility. The core drivers of Increase Revenue; Reduce Expenses are outlined in Figure 1.

Initiative: Increase Revenue; Reduce Expenses	Performance Target	Quarter Performance	Performance
General Fund Revenues	≥ 1% Growth	7.9%	
Passenger Fare Ratio	≥ 20%	17.9%	
General Fund Expenses	≤ General Fund Revenue	1.3%	
Personnel Cost vs. Budget	≤ Budget	10.0%	

Balanced Scorecard Overview

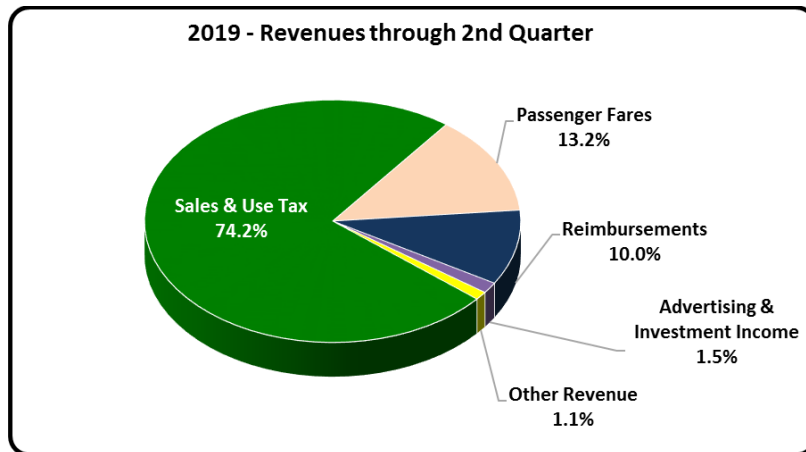


Figure 2: General Fund Revenues: 2nd Qtr 2019

Revenues in the 2nd Quarter 2019 totaled \$140.2 million. Total revenues were 5.8 percent lower than the same period in 2018, mainly due to state aid received in 2018 for the loss of MCO receipts.

The largest source of revenue is Sales & Use Tax, at 74.2 percent. For 2019, sales tax receipts were budgeted at \$204.3 million, based upon 2018 3rd Quarter estimates. In March 2019, the operating budget was amended and the sales tax revenue budget was increased to \$207.4 million, 1.5 percent higher than 2018 year-end. Our projections are conservatively established and compare

well with estimates by Standards & Poor’s Global Ratings, which expect sales tax revenue to increase at 1.59 percent in 2019.

Passenger Fare Ratio is an efficiency ratio comparing how much of the operating expenses are covered by passenger fares. At 17.9 percent, the passenger fare ratio falls short of the 20 percent goal as declines in ridership continue. This ratio is different from the Operating Ratio under the Financial Policy Goals, which includes advertising and investments as operating revenues.

Total revenues are currently projected to end the year at \$283.2 million, \$2.5 million above the amended budget. Further comparisons of revenues and expenditures are seen in the General Fund Balance Analysis.

Another measure of Fiscal Responsibility is maintaining General Fund Expenses under General Fund Revenues. Through the 2nd Quarter 2019, total General Fund expenses were 1.3 percent lower than General Fund revenues.

Personnel costs includes labor, overtime, payroll taxes and fringe benefits. Total personnel costs (salaries, overtime, and fringes) for the 2nd Quarter 2019 were 20.4 percent lower than budget. At the end of the 2nd Quarter 2019, 2,076 positions were filled.

Open positions continue to be reviewed and are filled to maintain and/or enhance service levels, safety, and maintenance needs, keeping in mind the Authority’s mission of providing safe, reliable, clean and courteous service.

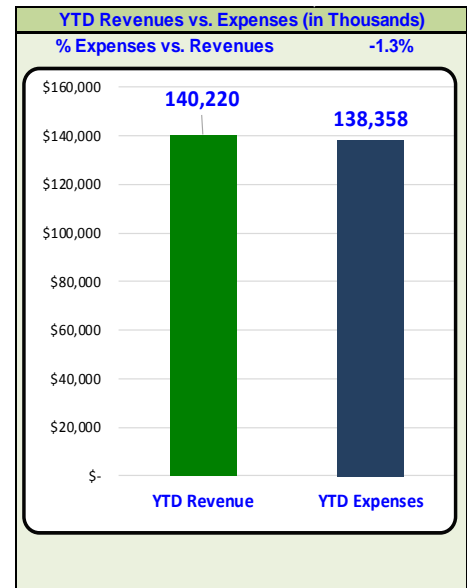


Figure 3: General Fund Revenues vs. General Fund Expenses: 2nd Qtr 2019

The chart below compares the 2nd Quarter expense categories against the budget.

Operating Expenditures	2019 Amended Budget	Quarter Expenditures	Percent of Total Projected Operating Expenses	Percentage Change Compared to Budget
Salaries & Overtime	\$ 69,281,993	\$ 67,371,258	48.7%	-2.8%
Payroll Taxes & Fringes	\$ 26,936,967	\$ 22,187,410	16.0%	-17.6%
Fuel (Diesel & Natural Gas)	\$ 3,563,933	\$ 2,825,765	2.0%	-20.7%
Propulsion Power	\$ 1,767,640	\$ 1,292,583	0.9%	-26.9%
Services and Contracts	\$ 7,981,235	\$ 7,253,687	5.2%	-9.1%
Inventory	\$ 6,684,000	\$ 6,237,231	4.5%	-6.7%
Purchased Transportation	\$ 4,217,023	\$ 3,428,214	2.5%	-18.7%
Other Utilities	\$ 3,051,559	\$ 2,651,770	1.9%	-13.1%
Liabilities & Damages	\$ 2,247,555	\$ 1,203,309	0.9%	-46.5%
Materials & Supplies	\$ 1,874,539	\$ 1,598,472	1.2%	-14.7%
Other Miscellaneous Expenses	\$ 881,122	\$ 678,564	0.5%	-23.0%
Transfers to Other Funds	\$ 15,915,146	\$ 21,629,353	15.6%	35.9%
Total	\$ 144,402,710	\$ 138,357,616	100.0%	

Figure 4: 2nd Quarter 2019 Expenses vs. Budget

Financial Goals

Additional measures of budget performance include six financial policy goals as approved by the Board of Trustees. The goals are listed in Figure 5.

Operating Efficiency

The policy goal is to maintain an **Operating Ratio** of at least 25 percent. The 2019 projection for the Second Quarter is an Operating Ratio of 20.1 percent, above the 19.4 percent in the 2019 Amended Budget. This ratio shows the efficiency of management by comparing operating expenses to operating revenues. Total passenger fares are projected at \$44.8 million, 3.5 percent below budget. Operating expenses are projected to end the year 3.9 percent below budget.

The target of the **Cost per Hour of Service** measure is to be maintained at or below the budgeted rate of inflation. The Federal Reserve Bank of Cleveland projects the inflation rate to remain below 2.5 percent in 2019. The Cost per Hour of Service is a measure of service efficiency, dividing total operating expenses by total service hours. The 2019 projection for Cost per Hour of Service is \$132.1, or -1.6 percent compared to 2018, as expenses are being maintained at 2018 levels. The Growth per Year is the cost of delivering a unit of service (Cost per Hour of Service) compared to the prior year.

Operating Reserve is targeted for a period of 30 Days or 1 Month, meaning the available cash equivalent of one month's operating expenses to cover any unforeseen or extraordinary fluctuations in revenues or expenses. With a projected ending balance of \$40.9 million, the projected Operating Reserve estimate for the Second Quarter 2019 is 1.8 months.

Capital Efficiency

The **Debt Service Coverage** ratio is the measure of the Authority's ability to meet annual interest and principal payments on outstanding debt. The goal is 1.5 or above and compares total operating resources, (net of operating costs and transfers to the Insurance, Capital, and Pension Funds), with the Authority's debt service needs. At the end of the 2nd Quarter 2019, the Debt Service Coverage is 4.17, higher than the amended budget amount of 3.19 due to maintaining Operating Expenses at 2016 levels.

The **Sales Tax Contribution to Capital** includes direct support for capital projects, transfers to fund the Authority's bond retirement payments, and has a Board policy goal of at least 10 percent. This level of commitment to longer term capital needs determines the percentage of sales tax revenues to be allocated directly to the Capital Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments. At the end of the 2nd Quarter 2019, this indicator is projected at 12.0 percent, above the policy goal.

At 100 percent, the **Capital Maintenance Outlay to Capital Expansion Outlay** ratio remains outside of the 75-90 percent range outlined in the Board Policy goal. This measure continues to show the Authority's focus remains first on the maintenance or State of Good Repair (SOGR) of its current assets rather than on the expansion of service levels. Given the financial constraints of recent years, this continues to remain the best course available as the Authority continues its bus replacement program and equipment upgrades, and plans for rail vehicle replacement, and rail infrastructure improvements.

In summary, four of the six financial goals meet the Board Policy Goals and a fifth goal is projected to be better than budget. Once again, the continued hard work put forth has helped to maintain a strong financial position for the Authority. Sustaining this strong position over the next several years will be the challenge.

2019 2nd Quarter						
Financial Policy Goals						
		Goal	2017 Actual	2018 Actual	2019 Amended Budget	2019 Projected
Operating Efficiency	Operating Ratio	≥ 25%	19.5%	19.9%	19.4%	20.1%
	Cost/Hour of Service		\$132.4	\$134.3	\$137.5	\$132.1
	Growth per Year	≤ Rate of Inflation [2%]	-2.0%	1.4%	2.4%	-1.6%
	Operating Reserve (Months)	≥ 1 month	1.7	1.9	1.3	1.8
Capital Efficiency	Debt Service Coverage	≥ 1.5	4.10	3.75	3.18	4.17
	Sales Tax Contribution to Capital	≥ 10%	12.2%	14.6%	13.1%	12.0%
	Capital Maintenance to Expansion	75% - 90%	97.3%	97.3%	100.0%	100.0%

Figure 5: Financial Policy Goals: 2nd Quarter 2019

General Fund Balance Analysis					
	2017 Actual	2018 Actual	2019 Amended Budget	2019 Projection	Variance
Beginning Balance	33,274,304	34,818,888	38,909,486	38,909,486	0
Revenue					
Passenger Fares	45,436,326	46,611,350	46,497,104	44,843,190	(1,653,914)
Advertising & Concessions	2,389,856	786,836	2,162,000	3,412,700	1,250,700
Sales & Use Tax	213,718,145	204,331,707	207,396,683	210,098,194	2,701,511
State Aid for MCO Loss	10,034,083	18,271,169	0	0	0
Investment Income	260,016	733,668	600,000	702,055	102,055
Other Revenue	1,990,027	2,217,242	2,090,000	2,152,500	62,500
Reimbursed Expenditures	22,782,104	22,667,293	22,075,000	22,075,000	0
Total Revenue	296,610,557	295,619,265	280,820,787	283,283,639	2,462,852
Total Resources	329,884,861	330,438,153	319,730,273	322,193,125	2,462,852
Operating Expenditures					
Salaries and Overtime	135,514,105	134,480,231	138,563,985	138,014,163	(549,822)
Payroll Taxes and Fringes	51,553,465	51,457,495	53,873,933	50,658,261	(3,215,672)
Fuel (Diesel, CNG, Prop Pwr., Propane, Gas)	11,321,665	9,351,736	10,304,550	9,016,856	(1,287,694)
Utilities	4,871,411	4,557,351	5,334,568	4,808,749	(525,819)
Inventory	14,644,874	12,961,263	13,368,000	11,410,630	(1,957,370)
Services and Materials & Supplies	15,581,293	16,642,929	18,381,341	16,465,577	(1,915,764)
Purchased Transportation	8,828,341	9,934,312	8,434,045	9,034,939	600,894
Other Expenditures	5,403,783	4,968,361	6,257,354	5,195,698	(1,061,656)
Total Operating Expenditures	247,718,937	244,353,679	254,517,776	244,604,873	(9,912,903)
Transfer to the Insurance Fund	2,400,000	7,250,000	2,700,000	2,700,000	0
Transfer to the Pension Fund	75,000	60,000	50,000	50,000	0
Transfer to Reserve Fund	17,554,922	7,368,662	7,965,059	12,965,059	5,000,000
Transfers to Capital					
Bond Retirement Fund	17,045,783	17,236,407	15,228,052	13,339,003	(1,889,049)
Capital Improvement Fund	10,271,331	15,259,919	11,887,181	11,887,181	(0)
Total Transfers to Capital	27,317,114	32,496,326	27,115,233	25,226,184	(1,889,049)
Total Transfers to Other Funds	47,347,036	47,174,988	37,830,292	40,941,243	3,110,951
Total Expenditures	295,065,973	291,528,667	292,348,069	285,546,116	(6,801,953)
Available Ending Balance	34,818,888	38,909,486	27,382,204	36,647,009	9,264,805

Figure 6: General Fund Balance Analysis – 2nd Quarter 2019

Capital Commitments and Expenditures

Capital Revenues

Under the Federal Grant Program there are 29 grant awards, 14 are within the Formula grant award category and 15 are either highly competitive or discretionary grants.

The formula awards include the 5370-Urbanize Area Formula Grant, 5337-State of Good Repair, and 5339 Bus & Bus Facilities totaling \$55,162,207. The major competitive grants that were received in prior years and identified for Fiscal Year (FY) 2019 are UTP, OTP3, CMAQ, NOACA 5310 FWHA and DERG awards at variable amounts.

The Strategic Plan initiative for Capital revenue is to receive at least \$20 million of competitive awards each year, enabling the Authority to focus on the State of Good Repair (SOGR) projects. Competitive awards totaling \$33.3 million, of which a combined \$10.8 million have been appropriated for Red Line Track Rehabilitation projects at W.30th – W.98th, Westpark Diamond Crossing Rebuild, W.117th to Westpark and Westpark to Airport Tunnel, \$4.2 million appropriation remain open for 16 40-FT CNG bus purchase, until \$162,000 pending insurance claims becomes settled, and \$11.6 million for 33 40-FT Compressed Natural Gas (CNG) vehicles were placed in service at FY 2018 year end. The remaining projects receiving competitive funds for FY 2019 include \$2.6 to assist in the purchase of 25 40-FT CNG buses and \$2.7 million for 9 commuter coaches. Other continuing projects nearing project close out are Career Pathways Training Program, and Senior Transportation Connection. These projects and other Capital projects are explained in further detail in the Capital Commitment sections.

Funding Source	Appropriated Funds	Funds Committed	Funds Available	Percentage of Funds Remaining
Formula Funds	\$119,710,385	\$82,022,274	\$37,688,111	60.88%
Local Funds	\$85,246,044	\$65,837,518	\$19,408,526	31.35%
Competitive Funds	\$33,305,012	\$29,087,340	\$4,217,672	6.81%
State Funds	\$0	\$0	\$0	0.00%
Other Funds	\$2,447,856	\$1,855,273	\$592,583	.96%
Grand Total	\$240,709,297	\$178,802,405	\$61,906,892	100.00%

Commitments by Capital Category

The capital program is multi-year or an Inception-to Date (ITD) based. The current Fiscal Year (FY) 2019 combined capital budget appropriations of \$285.6 million include \$68.1 million current budget and \$217.5 million of prior year carryover budget appropriation.

Projects within the capital program are placed within one of the eight categories included in the chart below. The chart presents the categories of the Authority's capital program including their total commitments (expenditures plus current encumbrances) at the end of the second quarter and compares year-end projected commitments to current category budgets.

At the end of the second quarter, capital project commitments totaled \$178.9 million, including \$124.6 million of ITD expenditures and \$54.2 million of current encumbrances, resulting in a positive variance of

\$106.7 million, or 37.4%, compared to the capital budgets. With the exception of \$14.4 million of expenditures for preventive maintenance (PM) and other reimbursements to the Operating Budget, most capital activities during the second quarter were for continuation of projects that began in prior fiscal years. The planned FY 2019 construction schedule and equipment/vehicle acquisitions will continue to focus on the State of Good Repair (SOGR) of the Authority's capital assets.

Projected activities within the RTA Capital and RTA Development Funds during the remainder of 2019 will result in estimated total commitments of \$241.1 million and a positive year-end variance of \$44.5 million, or 15.6%.

The projected positive variance within the Authority's capital programs is due to a number of factors that include delays in full execution of grant awards, delays in budgeted project timelines, and the expected closeout of remaining budget appropriation in projects that were completed under budget.

These capital projects will be discussed in greater detail within the various category explanations.

Category	Current Budget	Current Commitments	Projected Year-End	Proj. Variance vs. Current Budget
Bus Garages	\$19,021,925	\$5,562,648	\$18,106,427	\$915,498 4.8%
Bus Improvement Program	\$49,138,718	\$27,481,066	\$47,889,078	\$1,249,640 2.5%
Equipment and Vehicles	\$29,499,372	\$10,881,347	\$24,954,883	\$4,544,489 15.4%
Facilities Improvements	\$15,474,716	\$6,615,919	\$13,866,112	\$1,608,604 10.4%
Other Projects	\$7,382,826	\$3,163,712	\$4,389,424	\$2,993,402 40.5%
Preventive Maint/Op. Reimb.	\$22,612,215	\$14,365,532	\$19,475,503	\$3,136,712 13.9%
Rail Projects	\$141,456,193	\$56,463,406	\$111,813,888	\$29,642,305 21.0%
Transit Centers	\$993,843	\$88,813	\$556,000	\$437,843 44.1%
Grand Total	\$285,579,808	\$124,622,443	\$241,051,315	\$44,528,493 15.6%

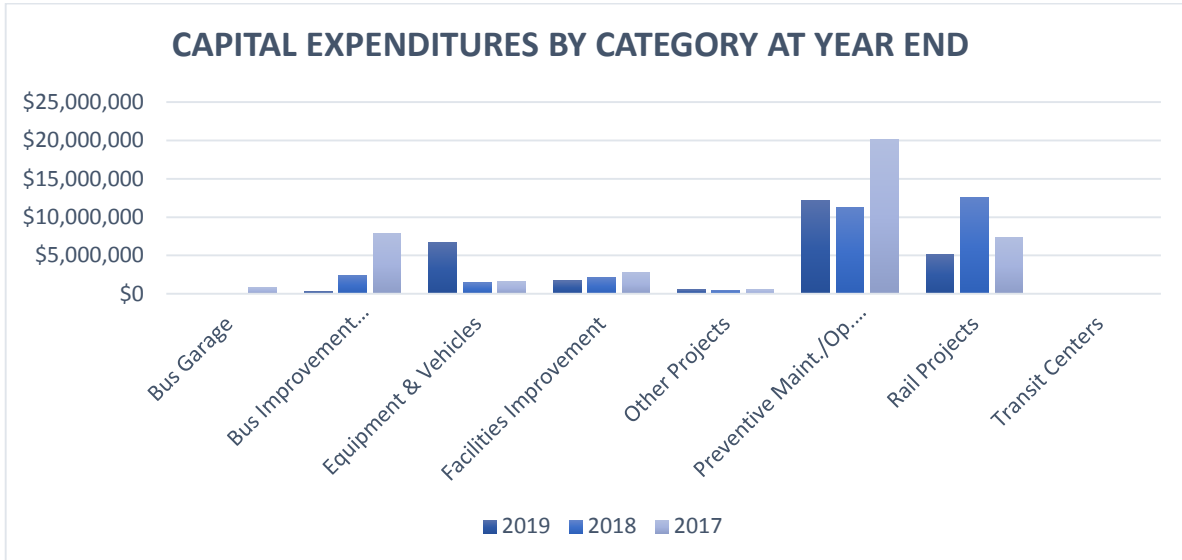
Current Year Expenditures by Capital Category

The chart below lists year-to-date (YTD) category expenditures and their related percentage of total capital expenditures for the current year through the end of the year and compares them with the prior years at the same point in time.

Majority of second quarter capital expenditures are in the Preventive Maintenance Operating Reimbursement Budget, Equipment & Vehicles, and Rail Project categories that generated a combined \$24.01 million, or 90.3% of capital expenditures with the balance of expenditures in much smaller amounts in the remaining categories.

During the remainder of the year programmed capital activities include two separate bus orders for 9 MCI's and 25 40ft CNG vehicles, installation and upgrades to the Radio CAD/AVL communication systems, completion of Tower City Customer Service Center, replacement of W. 65th and Puritas substation, architectural and design work at E. 79th St Red Line ADA Key Station, rehabilitation of Tower City Track 10 & 13, emergency repairs of S-Curve Retaining Wall, completed construction at E. 116th Street Station, Farnsleigh LR Station, and E.34th Street LR/HR Station, system wide installation to the Fiber Optic system, and communication upgrades of the SCADA System.

Individual Capital projects with significant expenditures will be covered in the following discussion on the capital categories.



Bus Garages

Capital projects within this category are to perform needed facilities upgrades at bus districts. There are currently three projects within this category, including the completed Hayden/Central Bus Maintenance (CBM) CNG Building Compliance, CBM Lift & Fall Protection, and Triskett CNG Building upgrades and building compliance that will house and maintain newly purchased CNG vehicles

At the end of second quarter, \$6.5 million of the current \$19.0 million budget was committed leaving a positive variance of \$12.5 million or 65.8%. During the second quarter, there were \$69,465 of expenses incurred for the CBM lift install and invoices to close out Hayden/CBM Building Compliance project.

The projected commitments of \$11.6 million for the remainder of the year will be for the initial construction upgrades at Triskett Garage and installation of CBM Lift and Fall Protection equipment. The positive projected variance of \$915,498 or 4.8% at the end of the year is due to projected savings and expected closeout on completed projects.

Bus Improvement Program

The Authority continues to retire older buses and purchase more fuel-efficient vehicles under the Bus Improvement Program. At the end of second quarter, category commitments totaled \$33.3 million out of a total budget appropriation of \$49.1 million leaving a positive variance of \$15.8 million, or 32.1%.

The category's current expenditures of \$281,144 included purchase of bus spare parts to help maintain the Authority's existing bus fleet.

The projected commitments totaling \$14.5 million through the remainder of the year includes the bus purchase order for 13 Paratransit vehicles (3 Vans and 10 25-ft vehicles) and 25 40-ft CNG buses.

The positive projected variance of \$1.2 million, or 2.5 %, is due to funding delays and the timing of grant awards. Commitments within the two budgeted bus spare parts projects are expected to be completed and remaining budget appropriation closed out.

Equipment & Vehicles

At the end of the second quarter, total commitments of \$24.5 million within this category included \$10.8 million of ITD expenditures and \$13.7 million of current encumbrances resulting in a positive variance of \$4.9 million, or 16.8%. The majority of the open encumbrances within this category includes: \$4.08 million, or nearly 16.6%, within the on-going Fare Collection Equipment project, and \$7.7 million, or 31.5%, for Radio CAD/AVL. There has been limited progress in the year towards completion of Fare Collection project and an initial request has been made requesting \$3.6 million reimbursement from Federal Highway Administration for Radio CAD/AVL. Remaining commitments within this category are concentrated within various SOGR equipment & vehicle upgrade projects throughout the Authority.

Expenditures within this category totaled \$6.7 million for various projects throughout the Authority; \$5.4 million were expensed within the RTA Development Fund for communication upgrades, the other \$1.3 million was expensed within the RTA Capital Fund for various information technology projects, non-revenue vehicle replacements, and equipment pools.

The projected year-end positive variance of \$4.5 million, or 15.4%, results from projected savings in on-going projects nearing completion, to continued delays in project time lines for a number of budgeted IT projects.

Facilities Improvements

At the end of the second quarter, combined commitments of \$10.4 million in this category included \$6.6 million of ITD expenditures and \$3.8 million of current encumbrances resulting in a positive variance of \$5.1 million, or 32.8%, compared to the budget of \$15.5 million. During the second quarter, \$1.7 million was expended within the current year for various facility improvements and track bridge rehabilitation.

Projected commitments of \$3.5 million during the remainder will continue to focus on various SOGR projects and facility enhancements.

The projected positive year-end variance of \$1.6 million, or 10.4%, for this category is primarily attributable to the planned closeout of prior year's budget authority remaining within completed projects. Construction delays with demolition of the WB Access Road are due to pending litigation.

Other Projects

The Other Projects category includes capital projects for pass-through grants to other entities and other miscellaneous capital projects that don't fit into the seven remaining capital categories. At the end of June, this category has project commitments of \$3.4 million out of the category budget of \$7.4 million resulting in a positive variance of \$4.0 million or 53.7%.

During the second quarter, expenditures totaled \$404,459 for Transit Police Canine Security and Anti-Terrorism Team, \$36,298 for Senior Transportation Connection Pass-Through, \$1,482 for the final invoice for Career Pathways and \$118,936 for Transit Orient Studies.

Projected commitments of \$973,203 during the remainder of the year include \$420,000 for Transportation Planning Studies of W. 25th, \$553,203 TSA Security Programs and remaining projected expenditures are generated in smaller amounts throughout other projects within this category.

The positive year-end variance of \$2.9 million, or 40.5%, versus the budget is a result of several factors including the closeout of remaining completed projects, projects coming under budget, funding for the contingency budget for the RTA Development Fund, and the timing of commitments in the project to track the pass-through award for the Senior Transportation Connection (STC).

Preventive Maintenance/Operating Expense Reimbursements

This category includes formula and non-formula grant funded reimbursements to the General Fund for various eligible activities. Activities include preventive maintenance, force account labor, and non-supplemental ADA services.

Second quarter activities resulted in total commitments of \$5.1 million to reimburse the operating expense. The year-end total projected commitments of \$19.5 million compared to the \$22.6 million budget results in a positive variance of \$3.1 million, or 13.9%.

The projected positive variance is due limiting the amount drawn for preventive maintenance and reallocating \$3.0 million for purchase of heavy rail cars. The multi-year budgeted project for the New Freedom & Travel Trainer program cannot be drawn before the grant expiration.

Rail Projects

During second quarter, \$5.2 million was expended on various Rail system projects, a major portion of the expenses, \$1.5 million, or 29%, were incurred on the E. 116th Station rehabilitation project. The remainder of the expenditures during second quarter occurred in smaller amounts in other budgeted projects within this category.

At the end of June, \$85.9 million of the \$141.5 million budget for the Rail Projects were committed, creating a positive variance of \$55.6 million, or 39.3%. Total commitments within this category consisted of \$56.5 million of ITD expenditures along with \$29.4 million of current encumbrances.

The focus of nearly all of the capital projects within this category is on achieving a SOGR throughout the Rail System. Projected commitments of \$26.0 million during the remainder of the year include \$1.5 million for the ongoing rail study and vehicle specification, \$4.0 million for Warrensville/Van Aken substation replacement, \$1.4 million for Overhead Catenary design, \$8.2 million to reconstruct E. 79th Street Red Line ADA Key station, and \$6.3 million to upgrade the Fiber Optic Communication Systems.

The projected positive variance of \$29.6 million, or 21.0%, versus the current category budget is primarily due to delays in grant awards being fully executed, projected savings in on-going projects nearing completion, and delays in budgeted project timelines. The delays with grant awards will likely push programmed budgeted commitment into 2020, impacting annual draws for project activities during the year.

Transit Centers

Project commitments totaling \$396,000 out of the budgeted \$993,843 results in a positive variance of \$597,843, or 60.2% at the end of the second quarter.

In the first half of the year, \$28,911 was expended on capital projects within this category towards completion of outstanding items on the Clifton Blvd. Enhancement project which opened in FY 2014. Projected commitments of \$160,000 for the remainder of the year; include anticipated ADA Access enhancements to be incurred on various formula projects throughout the authority.

The projected positive variance of \$437,843, or 44.1%, at the end of the year is due to remaining enhancement funds which have not been identified.

Performance Measures

PERFORMANCE MEASURE	2019 Target	Q 1	Q 2	Year to Date
<u>Passengers per bus/train hour:</u>				
Bus	21	20	20	20
Rail	62	64	68	66
*Total	24	24	24	23
*Calculated by dividing the quarter's total ridership by total system wide hours				
**Ridership reporting methods were changed effective January 1, 2018.				
Revenue Vehicle Cost Per Mile: (Maintenance & Fuel)	\$2.50	\$2.42	\$2.55	\$2.48
% Of Scheduled Maintenance Completed (Revenue Vehicles)				
Bus	100%	91%	87%	91%
Rail	100%	97%	96%	97%
Paratransit (Revenue)	100%	100%	100%	100%
Paratransit (Non-Rev)	100%	99%	100%	100%

Critical Success Factors

Passenger Fare Revenue	The Passenger Fare Revenue performance measure is discussed in detail in the Financial Analysis Section of the report.
Preventable Accidents	The GCRTA Preventable Collision Rate (PCR) TEAM goal for 2019 is 1.35. The 2019 YTD 2nd Quarter PCR is 1.27, which is 5.9% lower than the TEAM goal and equal to the 1.27 PCR for the same period in 2018. Total preventable collisions decreased 3.4% to 142 from 147. Mileage decreased 3.2%.
Total Collision Rate	The GCRTA Total Collision Rate (TCR) for the 2019 YTD 2nd Quarter is 2.97, which is 12.9% lower than the 3.41 TCR for the same period in 2018. Total collisions decreased 15.7% to from 394 to 332.
On the Job Injury Rate	The GCRTA 2019 TEAM Injury Rate Goal is 8.5. The 2019 YTD 2nd Quarter Injury Rate of 7.59 is 10.7% below the TEAM Goal and 5.3% above the 7.21 Injury Rate for the same period in 2018. Total injuries increased by two from 63 in 2018 to 65 in 2019.
Number of Miles between Service Interruption	Tracks total vehicle miles in between any mechanical failure that results in a delay greater than five minutes in the schedule. There were 7,747 Miles Between Service Interruptions for 2Q 2019, which represents a 23.34% decrease from 1Q 2019 (10,105). 8,704 Miles Between Service Interruptions for 2019 YTD represents a 24.87% decrease from 2018 YTD as of 2Q 2018 (11,586).
On-Time Performance	Tracks schedule adherence and is measured by a bus or train arriving from 0-5 minutes after its scheduled time. On-Time Performance of 81.16% for 2Q 2019 represents a 4.05% decrease from 1Q 2019 (84.59%). A YTD On-Time Performance rate of 83.01% is a 3.08% increase from 2Q 2018 (80.53%).
Ridership	<p>RTA had a total of 8.1 million rides in the second quarter; a decrease of 11%, or 1 million fewer rides compared to the second quarter 2018. During the second quarter average weekday ridership decreased 5%; average weekend ridership decreased 3% when compared to second quarter 2018 weekend ridership.</p> <p>Bus ridership decreased by 9% in the second quarter of 2019 when compared to the first quarter of 2018. During the first quarter average weekday bus ridership decreased 5% and average weekend bus ridership decreased 2% when compared to second quarter 2018.</p> <p>HealthLine ridership decreased by 19% in the second quarter of 2019 when compared to the second quarter of 2018. During the first quarter average weekday HealthLine ridership decreased 19% and average</p>

Ridership Cont'd

weekend HealthLine ridership decreased 14% when compared to second quarter 2018.

Rail ridership decreased by 8% in the second quarter of 2019 when compared to the second quarter of 2018. During this time, the Red Line ridership decreased by 8% and the Blue/Green Line ridership decreased by 11%. During the second quarter average weekday Rail ridership decreased 9% and average weekend Rail ridership increased 6% when compared to second quarter 2018.

Customer Satisfaction/Boardings Between Complaints

*Formerly Ride Happy or Ride Free. Reporting method has changed January 2019

Tracks the number of boardings in between customer complaints logged in the Trapeze COM system. 10,554 Boardings Between Complaints for 2Q 2019 represents a 30.86% decrease from 1Q 2019 (15,264). 12,450 Boardings Between Complaints for 2019 YTD represents an 18.95% decrease from 2018 YTD as of 2Q 2018 (15,360).

May and June were both poor performing months. In June, new Paratransit contracts started, and the District saw a very significant increase in complaints regarding capacity/scheduling issues. Paratransit District worked to fix the capacity issues with the contractors when discovered.

Emergency repairs on rail infrastructure has increased complaints for Rail District, along with stressing bus districts with manpower and equipment stretched thin to provide both regular and emergency services.

Attendance

Tracks the proportion of total work hours that are unscheduled absences. An unscheduled absence is an absence that is charged to any category other than vacation, personal days, birthdays, holidays, training or seminars. 2Q 2019 had an Unscheduled Absence rate of 5.67%, which is a 0.89% increase from 1Q. A YTD 2019 rate of 5.64% represents a 0.88% decrease from the same period in 2018. While not statistically significant, 4 out of 6 months have had an unscheduled absence rate lower than the average of the month's rates in the previous three years.

Quarter Initiatives and Special Promotions to Increase Ridership

The Kids Ride Free Program - This summer long promotion allows up three children, under the age of twelve, to ride RTA free when accompanied by a fare paying adult. During the month of June, nearly 25,000 Greater Cleveland children took advantage of this promotion and rode RTA free.

Free Ride Day - Saturday, June 22 - Thanks to the generosity and financial support of the Cleveland Foundation, Gund Foundation, City of Cleveland and Cuyahoga County, RTA offered free rides on all routes on Saturday, June 22. Over 65,000 trips were taken. The free ride offer was extended in conjunction with the progress made over the last 50 years to save the Cuyahoga River and our Lakefront.

Rider Reward Program - RTA "relaunched" the rider reward program, offering riders discounts at over two dozen partners simply by presenting their fare card/pass. Partners include: Melt Bar & Grilled, MOCA, Qdoba, West Side Market, Great Lakes Science Center, Cleveland Cinemas and the Natural History Museum.

Customer Satisfaction Surveys were conducted on both the Cleveland State Line and the Blue/Green Lines. Customers were intercepted while riding the service, and asked to complete a questionnaire - rating the service's on-time performance, cleanliness, safety, communication, and operator performance. Both the CSU Line (97%) and the Light Rail (90%) received favorable ratings.

DBE Participation/Affirmative Action

The DBE program is administered on a federal fiscal year (FFY) that runs from October 1 – September 30. The Overall DBE Participation Goal on federally assisted contracts for FFYs 2019 - 2021 is 22.5%. Per federal regulations, the calculation of Overall DBE participation excludes real estate transactions and the procurement of Transit Vehicle Manufacturers.

The performance period of April 1, 2019 – June 30, 2019 represents the third quarter of FFY 2019. To conform the Quarterly Performance Report to the Federal Semi-Annual Report, DBE participation is calculated on the “federally assisted” portion of contracts only. DBE dollars on contract awarded during the third quarter totaled \$511,505 or 43.0% on contracts of \$1,190,494, and \$3,675,255 or 27.0% on FFY to-date contracts of \$13,602,996.

QUARTERLY - PARTICIPATION OF DBE FIRMS BY CLASSIFICATION (October 1, 2018 – June 30, 2019)

Classification	1st. Quarter Oct. 1 – Dec. 31		2 nd Quarter Jan. 1 – March 31		3 rd Quarter April 1 – June 30	
	Caucasian Female	0	0	\$12,550	0.4%	\$50,625
African American	0	0	\$2,781,200	99.6%	\$32,961	6.4%
Asian	0	0	0	0	0	0
Hispanic	\$370,000	100.0%	0	0	\$22,919	4.5%
Other	0	0	0	0	\$405,000	79.2%
TOTAL	\$370,000	100.0%	\$2,793,750	100.0%	\$511,505	100.0%

CURRENT QUARTER - DBE PERFORMANCE BY CONTRACT CATEGORY (April 1, 2019 – June 30, 2019)

	Construction	Professional Services	Equipment & Supply	Total
DBE Dollars	\$475,000	\$36,505	0	\$511,505
All Dollars	\$585,200	\$605,294	0	\$1,190,491
% DBE Participation	81.4%	6.0%	0.0%	43.0%

**YEAR TO DATE
DBE PERFORMANCE BY QUARTER**
(October 1, 2018 – September 30, 2019)

	Total Contracts	DBE Participation	% DBE Participation
1st Qtr.	\$2,322,565	\$370,000	15.9%
2 nd Qtr.	\$10,089,940	\$2,793,750	27.7%
3rd Qtr.	\$1,190,491	\$511,505	43.0%
4th Qtr.			
TOTAL	\$13,602,996	\$3,675,255	27.0%

Office of Business Development Activities

Outlined below are selected efforts undertaken during the third quarter of FFY 2019

Selected Certification Activities during the quarter include:

- New Certification: 2
- Re-Certification: 13

Selected Contract Compliance Activities during the quarter include:

- Completed: 7 Goal Settings
- Reviewed: 12 Certified Payroll Reports
- On-Site Visit: 2

Selected Outreach Efforts during the quarter include:

- Participated in the 5th Annual Greater Summit County Business Conference Expo
- Attended Council of Smaller Enterprise (COSE) Small Business Resource Fair
- Participated on FTA’s Webinar and attend Public Meeting for the 2020-2022 DBE Goal Setting Methodology
- Attended the Turner Construction Reception for Small Business networking for contract opportunities
- Attended career day at Mound STEM, educating students on Transportation and DBE contract opportunities
- Completed comprehensive revision and update of the Office of Business Development (OBD) web page

Affirmative Action

The Affirmative Action Goals for the employment of women in all categories except for administrative support for the overall years (2015-2019).

Performance Measure	Fiscal Year Target		2015 – 2018 (07/15 – 06/18)		First Quarter 2019		Second Quarter 2019		Total 2019		Total Target to Date (2015-2019)	
	Minority	Female	Minority	Female	Minority	Female	Minority	Female	Minority	Female	Minority	Female
Affirmative Action:												
Officials/Administrators	N/A	4	N/A	9	N/A	0	N/A	0	N/A	0	N/A	9
Professionals	N/A	28	N/A	74	N/A	4	N/A	9	N/A	13	N/A	87
Technicians	N/A	29	N/A	18	N/A	0	N/A	0	N/A	0	N/A	18
Protective Services	N/A	4	N/A	13	N/A	0	N/A	0	N/A	0	N/A	13
Administrative Support	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Semi & Skilled Craft	N/A	20	N/A	3	N/A	1	N/A	0	N/A	1	N/A	4
Service Maintenance	N/A	106	N/A	705	N/A	13	N/A	32	N/A	45	N/A	750
Total	N/A	191	N/A	822	N/A	18	N/A	41	N/A	59	N/A	881

The numbers reported for the 2nd Quarter and Total Target include new hires, rehires, and promotions in each of the designated categories.

Succession Planning

We continue to advance our succession planning initiatives through our growing GCRTA People Strategy, which focuses on Leadership Development, Innovation, Continuous Improvement, and Compliance. This approach includes, but is not limited to, strategic recruitment and selection, partnerships with key training resources, and multiple development opportunities across all work segments.

2nd Quarter Results

The following highlights our succession planning and employee development efforts during the second quarter and throughout 2019:

Frontline Supervisor & Training & Development Program

GCRTA continued its partnership with Tri-C Corporate College to provide the Frontline Supervisor Training & Development Program to our new and tenured frontline supervisors. This program was initiated in 2017/2018 with three cohorts, 38 supervisors, completing training. The fourth and fifth cohorts, 28 supervisors, are on target to complete their programs in September and December 2019.

Management Development Program-2019 Internships

Our Management Development Program Internships continued through the second quarter. Our eight interns are coming to the end of their 10-week internship during the third quarter of 2019. Each intern is finalizing work on projects that are moving GCRTA operations forward in the areas of continuous improvement, compliance, innovation, and employee/leadership development. The Management Development Program Internship provides the opportunity to compete for placement in our full-time, every two-year Management Development Program. Selections made from these eight interns will be part of our 2020 Management Development Program class.

Lastly, we continue to track progress for advancing our employee development efforts by measuring our percentage of promotions in relation to new hires. This metric, in part, shows GCRTA's commitment to developing employees for opportunities within all work segments and particularly for key leadership positions. The percentage of promotions for the second quarter was 56% and 49% year to date, which exceeds our 40% goal.

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

Executive and Management Succession

- Steve Peganoff promoted from Manager of Safety to Director of Safety in the Legal Affairs Division.
- Tamara Weg, Management Development Program graduate, promoted to Safety Data Compliance Analyst.
- Alisha Caraballo, Public Transit Management Academy graduate, promoted from HR Business Partner to HR Business Partner Team Leader in the Human Resources Division.
- Carolyn Young, Public Transit Management Academy graduate, promoted from Sr. Budget Management Analyst to Manager of Budgets in the Office of Management & Budget/Finance & Administration Division.

- Wesley Keshtkaran, Public Transit Management Academy graduate, promoted from Budget Management Analyst to Sr. Budget Management Analyst in the Office of Management & Budget/Finance & Administration Division.
- Sie'ara Williams, Public Transit Management Academy graduate, promoted from Administrative Assistant 404 in the Operations Division to Financial Analyst/P-Card Administrator in the Finance & Administration Division.
- Teresa Doaty, Employee Promotability Training Program and Frontline Supervisor Training & Development Program, promoted from Rail Facilities Supervisor to Facilities Manager-Central Bus Maintenance in the Operations Division.

Frontline Supervisory and Technical Staff Positions

- Sheldon Zanders, Frontline Supervisor Training & Development Program graduate, promoted from Service Quality Supervisor 574 to Service Quality Supervisor 636 (Bus/Rail) in the Operations Division.
- Robert Atkinson, Frontline Supervisor Training & Development Program graduate, promoted from Service Quality Supervisor 574 to Service Quality Supervisor 636 (Bus/Rail) in the Operations Division.
- Harry Morton, Frontline Supervisor Training & Development Program participant, promoted from Equipment Body Mechanic 541 to Assistant Section Supervisor 645 in the Operations Division.

Engineering/Construction Program

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

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

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

Project	Description	Status
<u>Bridges</u>		
Rehabilitation of the Viaduct, Phase I (27Y)	RFP for design of repair elements Designer: Michael Baker International Cost: \$446,266	RFP was advertised January 21, 2019. Proposals received, consultant selected. NTP issued July 9, 2019.
Tower City East Portal Rehabilitation (52N)	RFP for design of repairs to Tower City East Portal including track, power and signal. Designer: E.L. Robinson Cost: \$1,011,402	Contract awarded by Board on February 19, 2019. Notice to Proceed issued on April 4, 2019. Awaiting shutdown to begin exploration of existing conditions.
Demolition of WB Access Road Bridge over Norfolk Southern (15.80)	Contractor: Bauman Enterprises, Inc. Construction Cost: \$568,967	Notice to Proceed issued June 13, 2016. Bridge demolished. Delay claims remains to be resolved. Legal Department has taken lead in resolving issues of contractor. NS final inspection June 13, 2019 with no outstanding items.
Rehabilitation of E. 116 th Bridge (16.68)	Rehabilitation of bridge deck over Trunk Line Designer: Michael Baker, Int. Cost: \$219,285	Notice to Proceed issued April 21, 2017. Plans complete and circulating for approvals. Project bid by ODOT District 12 on January 31, 2019. Perk Co. to construct. Phase I completed. Phase II, total closure, underway.

Madison Ave.
Bearing Seat Repairs
(17.08)

Contractor: Suburban
Maintenance &
Construction, Inc.

Construction Costs:
\$183,000

Notice to Proceed issued November 19, 2018 to Suburban. Grouting under floating bearings & steel repair. All work completed, project closeout underway.

Track & Signals

Trunk Line Signaling
Design
(12D)

Design for Trunk Line (E.
79 to Shaker Sq. Station)
Signal System
Replacement

Estimate: \$400,000

Design RFP pending.

West 65 Substation
Replacement
(23Z)

Substation
Reconstruction

Contractor: The Fowler
Company

Construction
Cost: \$2,641,860

Design completed in-house. Project awarded at December 19, 2017 Board Meeting. Notice to Proceed issued February 13, 2018. Demolition of existing switchgear completed. Underground negative return cables completed. Equipment and switchgear installed. Commissioning underway July 2019.

Puritas Substation
Replacement
Design
(60A)

Furnish and Install
Modular Substation

Contractor: Hatzel &
Buehler

Construction
Cost: \$2,637,633

Notice to Proceed issued December 12, 2018. Submittals processed. Factory Acceptance Test of transformer/rectifier completed June 13 & 14, 2019. Substation delivery anticipated October 2019.

Warrensville/Van
Aken Substation
Replacement
(60B)

Furnish and Install
Modular Warrensville/
Van Aken Substation

Construction
Estimate: \$3,014,273

Working with The Illuminating Company for service to new site. Demolition of existing substation completed. Modular substation to be built at new location. Comfort station to be built near existing site. Project routed for signatures.

CRMF-Track 3
(52-O)

Repair and four Transfer
Table Crossings

Contractor: TRAC

Construction
Cost: \$788,888

Notice to Proceed issued on August 21, 2018. Material on order, expected July 2019.

<p>Tower City Tracks 10 & 13 (52M)</p>	<p>Design for Track Replacement and Signal System Upgrades</p> <p>Consultant: TranSystems</p> <p>Cost: \$1,172,869</p>	<p>Notice to Proceed issued on September 7, 2017. IFB package for construction to be advertised on January 21, 2019. Project construction NTP issued May 13, 2019 to RailWorks.</p>
<p>Tower City Tracks 10 & 13 (52M)</p>	<p>Track Replacement and Signal System Upgrades</p> <p>Contractor: RailWorks</p> <p>Construction</p> <p>Cost: \$11,860,000</p>	<p>IFB package was advertised on January 21, 2019. Project Notice to Proceed issued May 13, 2019 to RailWorks. Submittals being processed.</p>
<p>Red Line West Track, West Park to Airport Tunnel (52R)</p>	<p>Track Reconstruction</p> <p>Contractor: RailWorks</p> <p>Construction</p> <p>Cost: \$6,559,796</p>	<p>Contract awarded at March 5, 2019 Board Meeting. Notice to Proceed to be issued April 8, 2019. Phase I, West Park to I-71 completed. Phase II, I-71 to Airport Tunnel (Brookpark) begins on July 14, 2019</p>
<p>Trunk Line Track Rehabilitation Section 1 (52S)</p>	<p>Construction</p> <p>Estimate: TBD</p>	<p>Kinsman to Buckeye-Woodhill Station track and signal renewal. Staff has started the in-house design.</p>

Passenger Facilities

Rapid Stations

<p>Brookpark Rapid Transit Station Construction (24J(c))</p>	<p>Reconstruction of the Brookpark Station</p> <p>Contractor: Mid-American Construction, LLC</p> <p>Construction</p> <p>Cost: \$12,385,414</p>	<p>NTP issued May 11, 2015. Contractor did not meet the substantial completion date of March 26, 2017. Substantial completion was reached June 9, 2017. Surety representative failed to assist contractor in closing project. Awaiting lien resolutions between contractor and many sub-contractors. Arbitration settlement reached with one subcontractor. Liquidated damages assessed. Subcontractors continue to call for payment. Legal/Project Office had meeting with Contractor's new attorney.</p>
<p>E. 34th St. Station Reconstruction Design (24M)</p>	<p>Reconstruction of the E. 34th Station</p> <p>Consultant: WSP</p> <p>Cost: \$687,837</p>	<p>Notice to Proceed issued October 27, 2015. Project successfully bid March 9, 2016. Construction Notice to Proceed issued June 14, 2017. Project work complete, closeout underway. This is last report.</p>

<p>E. 34th St. Station Reconstruction (24M)</p>	<p>Reconstruction of E. 34th Station Contractor: Panzica Construction Cost: \$6,341,802</p>	<p>Project awarded at April 25, 2017 Board Meeting. Notice to Proceed issued June 14, 2017. Platforms open, train annunciator installed, station completed. Closeout underway. This is last report.</p>
<p>E. 116th Station Design (24R)</p>	<p>ADA reconstruction of E. 116 Light Rail Station Consultant: City Architecture Design Cost: \$537,490</p>	<p>Request for Proposals received January 3, 2014. Board awarded contract to City Architecture March 18, 2014. Notice to Proceed issued April 24, 2014. A/E and GCRTA staff revised the design and project construction substantially complete. Consultant providing As-builts. Closeout underway.</p>
<p>E. 116 Station Construction (24R)</p>	<p>Contractor: Panzica Construction Cost: \$5,446,679</p>	<p>Project awarded at January 16, 2018 Board Meeting. Notice to Proceed issued March 5, 2018. Demolition completed on Phase 1. Mews walkway placed. New drainage system installed. Track replacement completed. Project substantially complete. Closeout underway.</p>
<p>E. 79th Station (24U)</p>	<p>Reconstruction of E. 79th Station In-House Design</p>	<p>In-House design for new station includes ramp system for ADA access. Advertisement planned for fall 2019. Outside consultant, Mott MacDonald, for rail signal design work. Interim design completed. Presentation to City of Cleveland Planning Commission on April 5, 2019. Signaling design to be performed by Mott MacDonald. Structural design to be performed by HWH.</p>
<p>Farnsleigh Station ADA Construction (24V)</p>	<p>Contractor: Cook Paving Construction Cost: \$995,285</p>	<p>Project designed in-house and bids received on April 4, 2018. Contract was awarded at May 15, 2018 Board Meeting. Notice to Proceed issued June 1, 2018. Project paving and new shelters installed over ADA hi-blocks. Track work completed. Project complete and closed out. This is last report.</p>

Planning

<p>Opportunity Corridor Improvements (15.97)</p>	<p>Opportunity Corridor TWE Improvements on E. 105th Contractor: Millstone Cost: \$396,000</p>	<p>Project funded by ODOT to improve E. 105th bus stop areas at Cedar, Carnegie, Euclid & Chester. Worked with City, ODOT & Clinic to determine project requirements for bidding. Station elements have been finalized. RFP for the kiosk was canceled. Bus station contract was awarded at the May 15, 2018 Board Meeting. Came to resolution with Clinic and ODOT on design and locations. Shelter design has been approved by CCF. Change Order has been received. CCF withdrew funding from project. RTA proceeding with original design. CO from Millstone received. Rights of Entry also received.</p>
<p>LEED Commissioning for Station Projects (13.33)</p>	<p>Review station design drawings and materials for environmental impact to meet LEEDS certification Consultant: Karpinski Engineering Co. Cost: \$48,560</p>	<p>Project completed.</p>
<p>E. 116th Street Public Art (24R)</p>	<p>Public Art Solicitation Artist: Beatrice Coron and Land Studio Cost: \$34,000</p>	<p>Public art installation at E. 116th Street in concert with Neighborhood Progress & Land Studio. Tri-party contract between artist, Land Studio, and RTA has been developed. Received approval from design review on May 9, 2018 and Planning Commission on May 18, 2018. Artist contract executed. Committee meeting to be held July 30th with community committee. Another meeting was held in December. Shop drawings have been approved by RTA. Installation is scheduled for May 7, 2019. This project is completed. This is the last report.</p>
<p>Transit Alternative Development for W. 25th Street Corridor (17.49)</p>	<p>Transit Planning for BRT on W. 25th Street Contractor: Cleveland Neighborhood Progress Cost: \$30,000</p>	<p>Final report received. This is the last report.</p>

Economic Impact Study (18.03)	Study to identify economic impact of RTA services Contractor: CSU Cost: \$85,000	The final document and payment were received. This is the last report.
Strategic Plan 2020-2030 (18.05)	Update of Strategic Plan Contractor: HDR Cost Estimate: \$249,285.90	Package sent to Procurement on October 23, 2018. Proposals received on December 11, 2018. Board awarded Contract to HDR in the amount of \$249,285.00 on February 19, 2019. Kick-off meeting is scheduled April 24, 2019. Stakeholder meetings were held in May 2019. Technology meeting is scheduled in July. Engagement is being scheduled for mid-October.
W. 25 th Street TOD Plan (18.42)	TOD Planning for W. 25 th Street Contractor: TBD Cost: \$336,000	FTA awarded RTA \$336,000.00 in planning funds. Grant process is completed and RFP is being prepared.
E. 79 th Public Art Fence 24(U)	Public Art Fence for E. 79 Contractor: TBD Cost: \$24,000	Call for Artists being prepared for solicitation. Call will be sent out in July with responses due in August. This is for artistic fencing for the station.
<u>Maintenance Facilities</u>		
Infrastructure Upgrades @ Hayden & CBMF for CNG (61B)	Infrastructure upgrades for CNG fueling at Hayden, CBMF and Triskett Consultant: Wendel Cost: \$553,023	Board awarded contract on October 21, 2014. Design completed. Support for Construction of improvements continuing. Triskett plans and specifications received. Hayden portion of project closed-out. CBMF gas detection system approved by City. Certificate of Occupancy obtained from City of Cleveland. CBMF Project in closeout. Triskett design underway.
CNG Heavy Maintenance Infrastructure Upgrades at Hayden & CBMF (61B-c)	Contractor: EnviroCom Constr., Inc. Construction Cost: \$2,530,757	Board awarded contract on November 17, 2015. Notice to proceed was issued on December 22, 2015. Work at CBMF and Hayden 100% complete. Gas detection system installation completed at both garages. Cleveland and East Cleveland occupancy permits obtained. Project in closeout. Dispute regarding gas detector maintenance prevents closure.

CNG (HVAC)
Infrastructure
Upgrades at Triskett
(61C)

Consultant: Wendel
HVAC Design
Cost: \$345,374

Board awarded contract on April 16, 2019. Notice to Proceed issued on May 30, 2019.

Design for rooftop HVAC upgrades over the bus storage area of Triskett Bus Garage is underway.

CNG Compressor
Station and Back-up
Generator at Triskett

Contractor: TBD
Estimate: \$5,835,000

RFP was issued on April 22, 2019 and proposals were received on May 22, 2019. Evaluation of proposals is ongoing.



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