



Greater Cleveland Regional Transit Authority

Quarterly Management Report

First Quarter 2019

Q1



Contents

From the CEO.....	2
Financial Analysis	3
Financial Vision	3
Financial Goals.....	6
Capital Commitments and Expenditures.....	9
Performance Measures	14
Critical Success Factors.....	15
Quarter Initiatives and Special Promotions to Increase Ridership.....	16
DBE Participation/Affirmative Action	17
Office of Business Development Activities.....	18
Affirmative Action	19
Succession Planning.....	20
Engineering/Construction Program	22

From the CEO



The Authority has spent the first quarter of 2019, both executing and strategically planning. The management team is laser-focused on advancing the Pillar Studies and advocating for increased transit infrastructure funding. During the quarter, the team completed two of the five pillar studies, Economic Impact Study and Railcar Study. Also, we kicked off the System Redesign Study and Fare Equity Study. The Financial/Economic Review Study, being conducted by the Greater Cleveland Partnership (GCP) will begin in 2019 Q2. The Authority's advocacy efforts, along with a host of local, regional, and state partners, have resulted in the passage of Ohio House Bill 62, which pledge \$70 million statewide for public transit.

The Economic Impact Study, conducted by Cleveland State University's Center for Economic Development, concluded that RTA positively impacted on Cuyahoga County property values is \$2.2 billion, our annual economic impact is \$322 million, and that transit access increase employment by 3% and decreased poverty by nearly 13%. These results, among others in the study, illuminate RTA's value to the community and its link to the region's vitality. The study has been shared with our Board, community groups, and other stakeholders.

The Railcar Study, conducted by LTK Engineering, evaluated our rail fleets' remaining life and conducted a new vehicle purchase vs. rehabilitation cost-benefit analysis. The study concluded that our heavy rail vehicles (HRV) have a 5 year estimated remaining life and that our light rail vehicles (LRV) have a 10 year estimated remaining life. The study also recommended that RTA begin the process of purchasing new rail cars and not invest in a second rehabilitation program. This information has served as the foundation for advancing our advocacy and planning related to the railcar replacement program. This is the number one capital priority.

The State of Ohio embarked on a positive journey, recognizing the need for infrastructure funding for roads and bridges and also the need for increased transit investment. Ohio House Bill 62 passed this quarter, resulting in a pledged increase from approximately \$40 million of statewide transit funding to \$70 million. These funds were moved out of the State's transportation budget and pledged to be incorporated into the General Revenue Fund (GRF) budget. The Authority looks forward to the increased funding and using those funds for infrastructure recapitalization.

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,

A handwritten signature in black ink that reads "Floun'say R. Caver, Ph.D." The signature is written in a cursive, flowing style.

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

Financial Analysis

Financial Vision

We have had a very productive and busy 1st Quarter of 2019.

Within the 1st Quarter 2019, the Authority amended the 2019 budget to increase the Sales Tax Revenue and to add \$6 million to the Reserve Fund for rail cars. We prepared for a \$30 million debt issuance, received reports on the Economic Impact Study and Rail Car Study, two of the five pillar studies scheduled for completion in 2019, received excellent credit ratings from Standards & Poor's (AA+) and Moody's (Aa1), and created the 2020 – 2024 Capital Improvement Program for submission to the Northeast Ohio Areawide Coordinating Agency (NOACA).

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
- 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 and now exceed the 30-year useful life. Based on the results of the study, the Heavy Rail Vehicles have an estimated 5 years of remaining life and the study recommended replacement of the fleet rather than undertaking a second 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 1st Quarter, the Authority has nearly \$24 million in local funding, in the Reserve Fund, Rolling Stock Replacement, for the rail cars.

The Authority is working with Jarrett Walker and Associates on a System Redesign Study; Greater Cleveland Partnership on the Efficiency Study and Operational Review Study; and LTK on the Fare Study. The results of these studies will be presented later in 2019.

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	1st Quarter Performance	Performance
General Fund Revenues	≥ 1% Growth	-13.1%	
Passenger Fare Ratio	≥ 20%	19.5%	
General Fund Expenses	≤ General Fund Revenue	-16.8%	
Personnel Cost vs. Budget	≤ Budget	-7.0%	

Figure 1: Strategic Plan, Financial Vision Balanced Scorecard Focus

Balanced Scorecard Overview

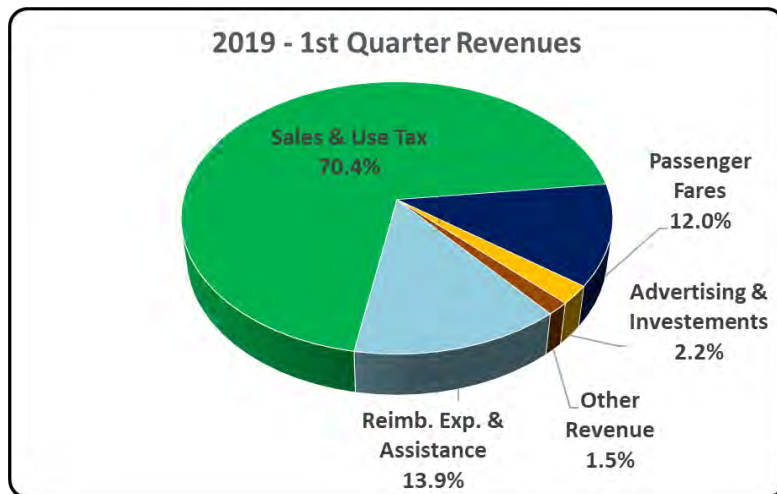


Figure 2: General Fund Revenues: 1st Qtr 2019

Revenues in the 1st Quarter 2019 totaled \$77.7 million. Total revenues were 13.1 percent lower than the same period in 2018, mainly due to state aid received in the 1st Quarter 2018 for the loss of MCO receipts amounting to \$15.2 million.

The largest source of revenue is Sales & Use Tax, at 70.4 percent. For 2019, sales tax receipts were budgeted at \$204.3 million, based upon 2018 3rd Quarter estimates. Receipts in 2018 ended the year at \$204.3 million, \$3.0 million or 1.5 percent higher than projected.

In March 2019, the operating budget was amended and sales tax revenue 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 the amount of operating expenses covered by passenger fares. At 19.5 percent, the passenger fare ratio is close to our target of 20 percent. This ratio is different from the Operating Ratio under the Financial Policy Goals, which includes advertising and investments as operating revenues.

Total revenues are projected to end the year at \$283.6 million, \$2.8 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 for the Authority to maintain General Fund Expenses under General Fund Revenues. Through the 1st Quarter 2019, total General Fund expenses were 16.8 percent lower than General Fund revenues.

Personnel costs includes labor, overtime, and fringe benefits which include payroll taxes, medical benefits, and other fringe benefits. Total personnel costs for the 1st Quarter 2019 was 7.0 percent lower than budget and 8.4 percent lower than 2018. At the end of the 1st Quarter 2019, 2069 positions were filled. Open positions continue to be reviewed and positions 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.

The chart below compares the 1st Quarter expense categories against the budget and 2018 1st Quarter.

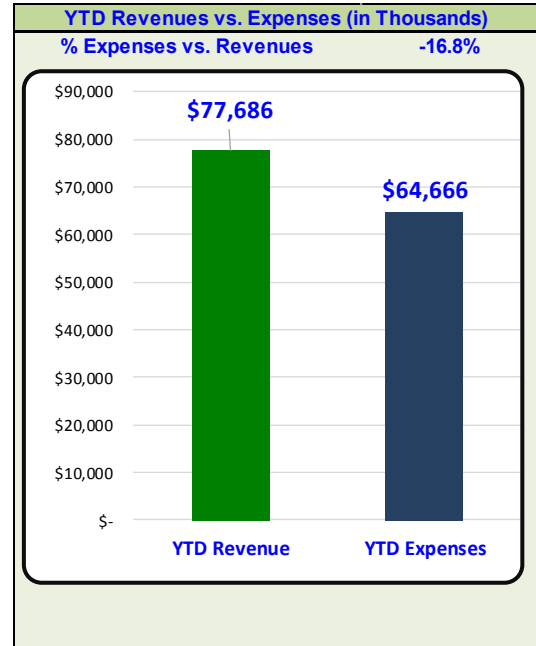


Figure 3: General Fund Revenues vs. General Fund Expenses: 1st Qtr 2019

Expense Categories	2018 YTD Expenses	2019 YTD Budgeted Exp.	2019 YTD Expenses	YTD 2019 vs. YTD 2019 Budget	YTD 2019 vs. YTD 2018
Payroll - Labor	\$ 30,945,405	\$ 30,581,977	\$ 29,568,843	-3.31%	-4.45%
Payroll - Overtime	\$ 3,072,256	\$ 2,809,432	\$ 3,012,577	7.23%	-1.94%
Payroll Taxes & Fringes	\$ 13,179,035	\$ 13,054,068	\$ 10,630,241	-18.57%	-19.34%
Services	\$ 949,071	\$ 1,307,502	\$ 1,079,957	-17.40%	13.79%
Maintenance Contracts	\$ 2,491,911	\$ 2,683,115	\$ 2,123,959	-20.84%	-14.77%
Materials & Supplies	\$ 892,112	\$ 937,269	\$ 719,615	-23.22%	-19.34%
Inventory	\$ 3,579,479	\$ 3,342,000	\$ 3,203,560	-4.14%	-10.50%
Diesel Fuel	\$ 1,278,254	\$ 1,211,142	\$ 808,648	-33.23%	-36.74%
Natural Gas/CNG	\$ 687,986	\$ 859,392	\$ 566,381	-34.10%	-17.68%
Propulsion Power	\$ 602,563	\$ 1,082,580	\$ 696,898	-35.63%	15.66%
Other Utilities	\$ 1,221,792	\$ 1,525,780	\$ 1,190,654	-21.96%	-2.55%
Casualty/Claims	\$ 1,411,121	\$ 1,123,777	\$ 773,045	-31.21%	-45.22%
Purchased Transportation	\$ 2,234,990	\$ 2,108,511	\$ 1,802,924	-14.49%	-19.33%
Taxes & Misc.	\$ 354,409	\$ 440,561	\$ 390,939	-11.26%	10.31%
Transfers	\$ 7,325,029	\$ 7,957,573	\$ 8,097,725	1.76%	10.55%
Total	\$ 70,225,415	\$ 71,024,680	\$ 64,665,967	-8.95%	-7.92%

Figure 4: 1st Quarter Comparisons: 2019 vs. Budget; 2019 vs. 2018

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 6.

Operating Efficiency

The policy goal is to maintain an **Operating Ratio** of at least 25 percent. The 2019 projection for the 1st 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 45.9 million, 1.2 percent below budget. Operating expenses are projected to end the year 1.8 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 \$135.0, or 0.6 percent compared to 2018, as expenses are being maintained at 2016 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 \$34.8 million, the projected Operating Reserve estimate for the 1st Quarter 2019 is 1.7-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 debts. 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 1st Quarter 2019, the Debt Service Coverage is 3.65, higher than the amended budget amount of 3.19 due to maintaining Operating Expenses at 2016 levels and the deferring of the debt issuance from 2017 to 2019.

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 1st Quarter 2019, this indicator is projected at 13.0 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 that 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 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 1st 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	\$135.0
	Growth per Year	≤ Rate of Inflation [2%]	-2.0%	1.4%	2.4%	0.6%
	Operating Reserve (Months)	≥ 1 month	1.7	1.9	1.3	1.7
Capital Efficiency	Debt Service Coverage	≥ 1.5	4.11	3.76	3.19	3.65
	Sales Tax Contribution to Capital	≥ 10%	12.2%	14.6%	13.1%	13.0%
	Capital Maintenance to Expansion	75% - 90%	97.3%	97.3%	100.0%	100.0%

Figure 5: Financial Policy Goals: 1st Quarter 2019

General Fund Balance Analysis					
	2017 Actual	2018 Actual	2019 Amended Budget	2019 Projection	Variance
Beginning Balance	33,324,814	34,869,398	38,959,996	38,959,996	0
Revenue					
Passenger Fares	45,436,326	46,611,350	46,497,104	45,945,755	(551,349)
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	209,330,352	1,933,669
State Aid for MCO Loss	10,034,083	18,271,169	0	0	0
Trolley Sponsorship	0	0	640,000	0	(640,000)
Investment Income	260,016	733,668	600,000	702,055	102,055
Other Revenue	1,990,027	2,217,242	1,450,000	2,152,500	702,500
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	283,618,362	2,797,575
Total Resources	329,935,371	330,488,663	319,780,783	322,578,358	2,797,575
Operating Expenditures					
Salaries and Overtime	135,514,105	134,480,231	138,563,985	137,146,190	(1,417,795)
Payroll Taxes and Fringes	51,553,465	51,457,495	53,873,933	50,628,896	(3,245,037)
Fuel (Diesel, CNG, Prop Pwr., Propane, Gas)	11,971,373	9,986,736	10,848,550	10,854,045	5,495
Services and Materials & Supplies	30,226,166	29,604,192	31,749,341	32,448,970	699,629
Purchased Transportation	8,828,341	9,934,312	8,434,045	8,747,586	313,541
Other Expenditures	9,625,487	8,890,712	11,047,922	10,171,396	(876,526)
Total Operating Expenditures	247,718,937	244,353,679	254,517,776	249,997,083	(4,520,693)
Transfers to Other Funds:					
Transfers to Capital Funds:					
Bond Retirement Fund	17,045,783	17,236,407	15,228,052	15,228,052	0
Capital Improvement Fund	10,271,331	15,259,919	11,887,181	11,887,181	0
Total Transfers to Capital Funds	27,317,114	32,496,326	27,115,233	27,115,233	0
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
Transfers to Reserve Fund	17,554,922	7,368,662	7,965,059	7,965,059	0
Total Transfers to Other Funds	47,347,036	47,174,988	37,830,292	37,830,292	0
Total Expenditures and Transfers	295,065,973	291,528,667	292,348,068	287,827,375	(4,520,693)
Ending Balance	34,869,398	38,959,996	27,432,715	34,750,983	7,318,268
Reserved Funds	0	0	0	0	0
Available Ending Balance	34,869,398	38,959,996	27,432,715	34,750,983	7,318,268

Figure 6: General Fund Balance Analysis – 1st 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 have been 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 goal 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 total \$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 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 serviced at FY 2018 year end. The remaining projects receiving competitive funds for FY2019 include \$2.6 to assist in the purchase of 25 40-FT CNG buses and \$1.3 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	\$109,611,005	\$75,067,951	\$34,543,054	60.05%
Local Funds	\$85,932,735	\$66,580,991	\$19,351,744	33.64%
Competitive Funds	\$33,362,283	\$30,197,502	\$3,164,782	5.50%
State Funds	\$0	\$0	\$0	0.00%
Other Funds	\$2,200,426	\$1,731,432	\$468,994	.82%
Grand Total	\$231,106,449	\$173,577,876	\$57,528,573	100.00%

Commitments by Capital Category

The capital program is multi-year and defined as Inception-to Date (ITD). The current Fiscal Year (FY) 2019 combined capital budget appropriations of \$285.6 million include \$68.1 million 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 on page 9. The chart presents the categories of the Authority's capital program including their total commitments (expenditures plus current encumbrances) at the end of the first quarter and compares year-end projected commitments to current category budgets.

At the end of the first quarter, combined capital project commitments total \$173.6 million including \$115.8 million of ITD expenditures and \$57.8 million of current encumbrances resulting in a positive variance of

\$111.9 million, or 39.2%, relative to the combined capital budgets. With the exception of \$14.2 million of expenditures for preventive maintenance (PM) and other reimbursements to the Operating Budget, most capital activities during the first quarter were for continuation of projects that began in prior fiscal years or preparation for the planned FY 2019 construction schedule and equipment/vehicle acquisitions that will continue to focus on asset condition or 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 \$235.4 million and a positive year-end variance of \$50.1 million, or 17.6%. 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 are 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	\$6,554,208	\$16,859,208	\$2,162,717 11.4%
Bus Improvement Program	\$49,024,967	\$32,796,218	\$47,283,236	\$1,741,731 3.6%
Equipment and Vehicles	\$29,503,594	\$23,302,103	\$24,605,878	\$4,897,716 16.6%
Facilities Improvements	\$15,346,869	\$9,783,195	\$12,549,911	\$2,796,958 18.2%
Other Projects	\$7,295,443	\$3,244,614	\$4,245,061	\$3,050,382 41.8%
Preventive Maint/Op. Reimb.	\$22,612,215	\$14,252,079	\$22,432,835	\$179,380 0.8%
Rail Projects	\$141,780,953	\$83,269,458	\$106,898,993	\$34,881,960 24.6%
Transit Centers	\$993,843	\$396,000	\$556,000	\$437,843 44.1%
Grand Total	\$285,579,809	\$173,597,875	\$235,431,122	\$50,148,687 17.6%

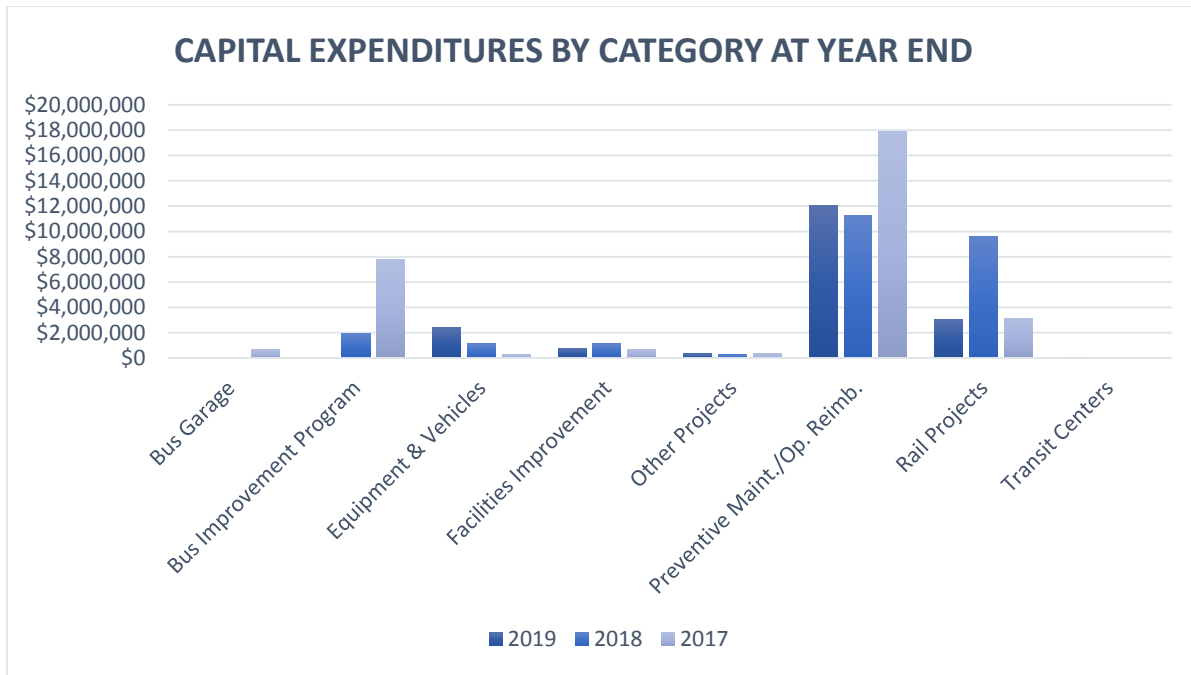
Current Year Expenditures by Capital Category

The chart on page 10 lists year-to-date (YTD) category expenditures and the related percentage of total capital expenditures for the current year through the end of the year and compares it with the prior years at the same point in time.

The majority of first quarter capital expenditures are in the Preventive Maintenance/ Operating Reimbursement, and Rail Projects categories that generated a combined \$15.1 million, or 80.6% of capital expenditures.

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, architect and design work at E. 79th St Red Line ADA Key Station, rehabilitation of Tower City Track 10 & 13, complete 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

The main focus for the programmed capital projects within this category is to perform needed facilities upgrades at bus depots. 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 first quarter, \$6.6 million of the current \$19.0 million category budget was committed leaving a positive variance of \$12.5 million or 65.5%. There were no expenses incurred within this category.

The added projected commitments of \$10.3 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 \$2.1 million, or 11.4%, at the end of the year in this category is due to projected savings and expected closeout on completed projects.

Bus Improvement Program

The Authority's continues to retire older fleet purchasing more fuel efficient vehicle under the sixth year Bus Improvement Program. At the end of March, category commitments total a combined \$32.8 million out of a total budget appropriation of \$49.0 million leaving a positive variance of \$16.2 million, or 33.1%.

The category's current expenditures of \$67,719 included purchase of bus spare parts to help maintain the Authority existing bus fleet.

The projected commitments of \$15.5 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 \$767,231, or 1.6 %, is due to funding delays, and the timing of grant awards and commitments within the two budgeted bus spare parts projects, expected closeout of remaining budget appropriation on completed projects.

Equipment & Vehicles

At the end of the first quarter, total commitments of \$23.3 million within this category included \$6.6 million of ITD expenditures and \$16.7 million of current encumbrances resulting in a positive variance of \$6.2 million, or 21.1%. The majority of the open encumbrances within this category include, \$4.08 million or nearly 24.0%, within the on-going Fare Collection Equipment project and \$10.4 million, or 62.0% 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 \$2.4 million for various projects throughout the Authority; \$1.9 million were expensed within the RTA Development Fund for communication upgrades, the other \$500,730 was expensed within the RTA Capital Fund for various Information Technology (IT) projects, non-revenue vehicle replacements, and equipment pools.

The projected year-end positive variance of \$4.9 million, or 16.6%, 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 first quarter, combined commitments of \$9.8 million in this category included \$5.8 million of ITD expenditures and \$4.0 million of current encumbrances resulting in a positive variance of \$5.5 million, or 36.3%, versus the current category budget of \$15.3 million. During the first quarter, \$798,502 was expended within the current year for various facility improvements and track bridge rehabilitation.

Projected commitments of \$2.8 million during the remainder will continue to focus on various SOGR projects and facility enhancements. The projected positive year-end variance of \$2.8 million, or 18.2%, 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 Bridge 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 close of the first quarter, this category has combined project commitments of \$3.2 million out of the category budget of \$7.3 million resulting in a positive variance of \$4.1 million, or 55.5%.

During the first quarter of the year, a combined \$337,131 of expenditures were generated by projects within this category for Transit Police Canine Security and Anti-Terrorism Team, \$19,551 Senior Transportation Connection Pass-Through, and \$38,250 for Transit Orient Studies.

Projected commitments of \$1 million during the remainder of the year include \$420,000 for Transportation Planning Studies of W. 25th, \$529,766 TSA Security Programs and remaining projected expenditures are for other smaller projects.

The positive year-end variance of \$3.1 million, or 41.8%, versus the current category budget is a result of several factors including the closeout of remaining unfunded budget appropriations left from completed projects throughout RTA Development Fund, multi-year budgeted projects compared with the annual draws for project activities during the year, the inclusion of the contingency budget for the RTA Development Fund within this category, 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. These include formula grant funded preventive maintenance activities within the General Fund, and non-formula grant funded reimbursements for the delivery of ADA services.

First quarter activities resulted in total commitments of \$14.2 million, in which 84.5% of the expenditures were incurred in the current year. The year-end total projected commitment of \$22.4 million, against a category budget of \$22.6 million, will create positive variance of \$179,380, or 0.8%.

The projected positive variance is due to the multi-year budgeted project for the New Freedom & Travel Trainer program that cannot be drawn before the grant deadline.

Rail Projects

During first quarter, \$3.1 million was expended on various rail system projects, a major portion of the expenses, \$1.2 million or 38%, were incurred on the E. 116th Station rehabilitation project. The remainder of the expenditures during the first quarter occurred in smaller amounts in other budgeted projects within this category.

At the end of March, \$83.3 million of the \$141.7 million budget for the Rail Projects category were committed creating a positive variance of \$58.5 million or 41.3%. Total commitments within this category consisted of \$53.4 million of ITD expenditures along with \$29.9 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 \$23.6 million during the remainder of the year include \$1.4 million for the ongoing rail study and vehicle specification, \$3.4 million for Warrensville/Van Aken substation replacement, \$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 \$34.8 million, or 24.6%, versus the current category budget at the end of the first quarter is primarily due to delays in grant awards being fully executed, from projected savings in on-going projects nearing completion, delays in budgeted project timeline. 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 total \$396,000 out of the approved current budget of \$993,843, resulting in a positive variance of \$597,843, or 60.2% at the end of the first quarter.

In the first three months of the year, \$4,488 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 \$10,000 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 \$625,829, or 59.8%, at the end of the year is primarily due the remaining \$255,937 of pass-thru grant funds for Cleveland Museum of Art (CMA) that remain to be drawn and remaining enhancement funds which at present time have not been identify for appropriate use.

Performance Measures

PERFORMANCE MEASURE	2019 Target	Q 1	Q 2	Q 3	Q 4	Year to Date
<u>Passengers per bus/train hour:</u>						
Bus	21	20				20
Rail	62	64				64
*Total	24	24				24
*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:	\$2.50	\$2.42				\$2.42
(Maintenance & Fuel)						
% Of Scheduled Maintenance Completed (Revenue Vehicles)						
Bus	100%	91%				91%
Rail	100%	97%				97%
Paratransit (Revenue)	100%	100%				100%
Paratransit (Non-Rev)	100%	99%				99%

Critical Success Factors

Passenger Fare Revenue	<p>The Passenger Fare Revenue performance measure is discussed in detail in the Financial Analysis Section of the report.</p>
Preventable Accidents	<p>The GCRTA Preventable Collision Rate (PCR) TEAM goal for 2019 is 1.35. The 2019 YTD 1st Quarter PCR is 1.22, which is 9.6% lower than the TEAM goal and 4.7% lower than the 1.28 PCR for the same period in 2018. Total preventable collisions decreased 9.3% to 68 from 75. Mileage decreased 4.4%</p>
Total Collision Rate	<p>The GCRTA Total Collision Rate (TCR) for the 2019 YTD 1st Quarter is 2.86, which is 16.1% lower than the 3.41 TCR for the same period in 2018. Total collisions decreased 19.6% from 199 to 160</p>
On the Job Injury Rate	<p>The GCRTA 2019 TEAM Injury Rate Goal is 8.5. The 2019 YTD 1st Quarter Injury Rate of 7.90 is 7.1% below the TEAM Goal and 3.5% below the 8.19 Injury Rate for the same period in 2018. Total injuries decreased from 36 in 2018 to 34 in 2019</p>
Number of Miles between Service Interruption	<p>Tracks total vehicle miles in between any mechanical failure that results in a delay greater than five minutes in the schedule. 10,105 Miles Between Service Interruptions for first quarter 2019 represents a 8.67% decrease from first quarter 2018 (11,064) and a 18.72% decrease from fourth quarter 2018 (12,432)</p>
On-Time Performance	<p>Tracks schedule adherence and is measured by a bus or train arriving from 0-5 minutes after its scheduled time. First quarter 2019's On Time Performance of 84.59% represents a 3.59% increase from first quarter of 2018 (81.66%) and a 5.74% increase from fourth quarter of 2018 (80.00%)</p>
Ridership	<p>RTA had a total of 7.9 million rides in the first quarter; a decrease of 6%, or 491,000 fewer rides compared to the first quarter 2018. During the first quarter average weekday ridership decreased 6%; average weekend ridership decreased 3% when compared to first quarter 2018 weekend ridership.</p> <p>Bus ridership decreased by 7% in the first quarter of 2019 when compared to the first quarter of 2018. During the first quarter average weekday bus ridership decreased 7% and average weekend bus ridership decreased 5% when compared to first quarter 2018.</p> <p>HealthLine ridership decreased by 9% in the first quarter of 2019 when compared to the first quarter of 2018. During the first quarter average weekday HealthLine ridership decreased 8% and average</p>

Ridership Cont'd

weekend HealthLine ridership decreased 11% when compared to first quarter 2018.

Rail ridership decreased by 3% in the first quarter of 2019 when compared to the first quarter of 2019. During this time, the Red Line ridership decreased by 1% and the Blue/Green Line ridership decreased by 12%. During the first quarter average weekday Rail ridership decreased 3% and average weekend Rail ridership increased 3% when compared to first 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. 15,263 Boardings between Complaints for first quarter 2019 represents a 6.24% decrease from first quarter 2018 (16,278) and a 12.03% increase from fourth quarter 2018 (13,623)

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. For the first quarter of 2019, the Unscheduled Absence rate was 5.62%, which represents a 2.94% decrease from first quarter 2018 (5.79%) and a 3.77% decrease from fourth quarter 2018 (5.84%)

Quarter Initiatives and Special Promotions to Increase Ridership

Met with the Kids Book Bank to develop a partnership and donation opportunities for RTA staff and customers. We will be doing a kids book collection at various events this summer and at each district authority-wide.

Members of the Marketing Team attended the OPTA Marketing Committee meeting in Akron. We continued planning for various events including: Ohio Loves Transit Day, which was February 14.

Was the official Transportation Partner of Brite Winter Fest for its 10th year.

Participated in St. Patrick's Day. Sold commemorative \$5 round trip passes to riders.

DBE Participation/Affirmative Action

The DBE program is administered on a federal fiscal year (FFY) that runs from October 1 – September 30. The Overall DBE Participation Goal on federally assisted contracts of \$25,000 and above for 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 (typically buses and Paratransit vehicles).

The performance period of January 1, 2019 – March 31, 2019 represents the second 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 awarded during the second quarter and FFY to-date on contracts greater than \$100,000 totaled \$2,793,750 or 27.7% on total contracts of \$10,089,940.

QUARTERLY - PARTICIPATION OF DBE FIRMS BY CLASSIFICATION (October 1, 2018 – March 31, 2019)

Classification	1st. Quarter Oct. 1 – Dec. 31		2 nd Quarter Jan. 1 – March 31		3 rd Quarter April 1 – June 30		4 th Quarter July 1 – Sept. 30	
	African American	0	0	\$2,781,200	99.6%			
Asian	0	0	0	0				
Caucasian Female	0	0	\$12,550	0.45%				
Hispanic	\$370,000	100.0%	0	0				
TOTAL	\$370,000	100.0%	\$2,793,750	100.0%				

CURRENT QUARTER - DBE PERFORMANCE BY CONTRACT CATEGORY (January 1, 2019 – March 31, 2019)

	Construction	Professional Services	Equipment & Supply	Total
DBE Dollars	\$2,793,750	0	0	\$2,793,750
All Dollars	\$9,924,693	\$165,247	0	\$10,089,940
% DBE Participation	28.2%	0.0%	0.0%	27.7%

**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.			
4th Qtr.			
TOTAL	\$12,412,505	\$3,163,750	25.5%

Office of Business Development Activities

Outlined below are selected efforts undertaken during the fourth quarter of FFY 2018

Selected Certification Activities during the quarter include:

- New Certification: 1
- Re-Certification: 21

Selected Contract Compliance Activities during the quarter include:

- Completed 15 Goal Settings
- Reviewed 8 Certified Payroll Reports

Selected Outreach Efforts during the quarter include:

- Participated in the DBE Compliance Review from FTA
- Participated in the Opportunity Corridor Inclusion Advisory
- Attended the Ohio Minority Supplier Development Council Cleveland Local Advisory Committee meeting
- Attended the External and Stakeholder Relations & Advocacy

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 Total (July '15 – June '18)		First Quarter 2019		Total 2019		Total Target to Date (2015-2019)	
	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	9
Professionals	N/A	28	N/A	74	N/A	4	N/A	4	N/A	78
Technicians	N/A	29	N/A	18	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	13
Administrative Support	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	1	N/A	4
Service Maintenance	N/A	106	N/A	705	N/A	13	N/A	13	N/A	718
Total	N/A	191	N/A	822	N/A	18	N/A	18	N/A	840

The numbers reported for the 1st 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.

1st QUARTER RESULTS

The following programs highlight our succession planning and employee development efforts that are being deployed during the first 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 and 2018 with three cohorts (38 participants) completing training. We started our fourth cohort of Frontline Supervisor Development & Training Program in March 2019. Fourteen Frontline Supervisors representing all work segments of our organization started their six month journey of learning in March 2019. The fifth cohort of Frontline Supervisors will start in June 2019.

Lean Six Sigma Green Belt and Black Belt Certification

GCRTA continued its journey toward creating a continuous improvement culture by partnering with Tri-C Corporate College to provide Lean Six Sigma Green Belt and Black Belt training. Three cohorts (20 participants) have gained Green Belt Certification over the last eight years. During the first quarter, four current Management Development Program participants completed Green Belt Certification and three leaders from our Operations Division completed Black Belt Certification. A certification ceremony was held in April 2019 to recognize these participants in front of their managers/supervisors and other Green Belt Certified staff.

Management Development Program-2019 Internships

Prior to beginning the recruitment for this MDP internships, the current and former MDPs met to review the program and provide input into the recruiting and selection strategy. This same group also conducted the initial round of interviews that resulted in a highly qualified group of candidates competing for the eight internship positions on April 27, 2019. Eight offers for summer internships have been accepted and the interns will be starting on June 3, 2019. This year's class consists of interns representing Bowling Green State University, Cleveland State University, The Ohio State University, Rutgers University, and the University of Toledo. These eight interns will participate in our 10-week internship, which provides them an opportunity to compete for placement in our full-time, two year Management Development Program in 2020.

Certified Public Manager Program and Leadership Academy

We continue to partner with the Cleveland State University (CSU) Center for Public and Nonprofit Management on the development of leadership programming for the public sector. We are scheduled to have participation in the CSU Certified Public Manager Program starting in May 2019. This program has a framework similar to the Public Transit Management Academy GCRTA deployed with CSU in 2012-2017.

In addition, a number of alumni from our past Public Transit Management Academy programs will be scheduled to participate in CSU Leadership Academy during the fourth quarter of 2019.

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 first quarter was 38%.

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 Estimate: \$545,000	RFP was advertised January 21, 2019. Proposals received, consultant selected. Scope discussion held March 26, 2019 prior to submission of price proposal.
Tower City Portal Rehabilitation (52N)	RFP for design of repairs to Tower City East Portal including track, power and signal. Designer: E.L. Robinson Cost: \$1,011,402.03	Contract awarded by Board on February 19, 2019. Notice to Proceed to be issued on April 3, 2019.
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.
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.

<p>Madison Ave. Bearing Seat Repairs (17.08)</p>	<p>Contractor: Suburban Maintenance & Construction, Inc.</p> <p>Construction Costs: \$183,000</p>	<p>Notice to Proceed issued November 19, 2018 to Suburban. Grouting under floating bearings & steel repair. Two weekend single tracks planned for April 27, 2019 and a weekend in May 2019 for site work.</p>
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Track & Signals

<p>Trunk Line Signaling Design (12D)</p>	<p>Design for Trunk Line (E. 79 to Shaker Sq. Station) Signal System Replacement</p> <p>Estimate: \$400,000</p>	<p>Design RFP pending.</p>
<p>West 65 Substation Replacement (23Z)</p>	<p>Substation Reconstruction</p> <p>Contractor: The Fowler Company</p> <p>Construction Cost: \$2,641,860.05</p>	<p>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 change order construction underway. Equipment and switchgear arrived.</p>
<p>Puritas Substation Replacement Design (60A)</p>	<p>Furnish and Install Modular Substation</p> <p>Contractor: Hatzel & Buehler</p> <p>Construction Cost: \$2,637,633</p>	<p>Notice to Proceed issued December 12, 2018. Submittals processed and equipment on order.</p>
<p>Warrensville/Van Aken Substation Replacement (60B)</p>	<p>Furnish and Install Modular Warrensville/ Van Aken Substation</p> <p>Construction Estimate: \$3,014,273</p>	<p>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.</p>
<p>CRMF-Track 3 (52-O)</p>	<p>Repair and four Transfer Table Crossings</p> <p>Contractor: TRAC Construction</p> <p>Cost: \$788,888</p>	<p>Notice to Proceed issued on August 21, 2018. Material on order, expected July 2019.</p>

Tower City Tracks 10 & 13 (52M)	Design for Track Replacement and Signal System Upgrades Consultant: TranSystems Cost: \$1,172,869	Notice to Proceed issued on September 7, 2017. IFB package for construction to be advertised on January 21, 2019. Project construction awarded at March Board to RailWorks.
Tower City Tracks 10 & 13 (52M)	Track Replacement and Signal System Upgrades Contractor: RailWorks Construction Cost: \$11,860,000	IFB package was advertised on January 21, 2019. Project awarded at March 26, 2019 Board Meeting to RailWorks.
Red Line West Track Rehab, West Park to Airport Tunnel (52R)	Track Reconstruction Contractor: RailWorks Construction Cost: \$6,442,000	Contract awarded at March 5, 2019 Board Meeting. Notice to Proceed to be issued April 8, 2019.
Trunk Line Track Rehabilitation Section 1 (52S)	Construction Estimate: TBD	Kinsman to Buckeye-Woodhill Station track and signal renewal. Staff has started the in-house design.
<u>Passenger Facilities</u>		
Brookpark Rapid Transit Station Construction (24J(c))	Reconstruction of the Brookpark Station Contractor: Mid-American Construction, LLC Construction Cost: \$12,385,414	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.
E. 34 th St. Station Reconstruction Design (24M)	Reconstruction of the E. 34 th Station Consultant: WSP Cost: \$687,837	Notice to Proceed issued October 27, 2015. Project successfully bid March 9, 2016. Construction Notice to Proceed issued June 14, 2017. Consultant is providing construction administration services.

<p>E. 34th St. Station Reconstruction (24M)</p>	<p>Reconstruction of E. 34th Station Contractor: Panzica Construction Cost: \$6,346,279</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.</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 construction administration services.</p>
<p>E. 116 Station Construction (24R)</p>	<p>Contractor: Panzica Construction Cost: \$5,270,249</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 approximately 98% and substantially complete.</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.</p>
<p>Farnsleigh Station ADA Construction (24V)</p>	<p>Contractor: Cook Paving Construction Cost: \$939,954</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 approximately 90% complete. Final item to be parking line painting.</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. MOU with CCF has been sent to CCF. Change Order has been received. Change Order committee is being scheduled. Both will require Board approval which has yet to be scheduled.</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>Task orders have been issued for design enhanced commissioning for University-Cedar station \$10,560 and construction commissioning \$10,000. Lee-Van Aken station design fundamental commissioning \$4,360 and construction commissioning \$5,000. Brookpark station design enhanced commissioning \$6,500 is underway.</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.</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>Project provides additional design data, cost, and analysis for a BRT on W. 25th street. The consultant will deliver information required by FTA for New Starts submission. Stakeholders meeting held on January 31, 2018. Working with Traffic and Engineering to finalize recommendations. Final draft and final report received from consultant. RTA has submitted final comments to consultant. Invoice received from CNP. Final report received.</p>

Economic Impact Study (18.03)	Study to identify economic impact of RTA services Contractor: CSU Cost: \$85,000	Board awarded contract at June 19, 2018 Board Meeting. Contract executed. Data delivered and preliminary funding was presented. Review comments being drafted. Schedule was revised. Presentation on March 5, 2019. Final Executive Summary & Report have been received. Changes have been sent to CSU for incorporation into the document.
Strategic Plan 2020-2030 (18.05)	Update of Strategic Plan Contractor: HDR Cost Estimate: \$299,285.90	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 meeting is being scheduled for May 2019.
W. 25 th Street TOD Plan (18.42)	TOD Planning for W. 25th Street Contractor: TBD Cost: \$336,000	FTA awarded RTA \$336,000.00 in planning funds. The funds are in the grant-making process.

Maintenance Facilities

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 project remains.
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 Estimate: \$350,000	Design for rooftop HVAC upgrades over the bus storage area of Triskett Bus Garage.



Greater Cleveland Regional Transit
Authority 1240 West Sixth Street

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