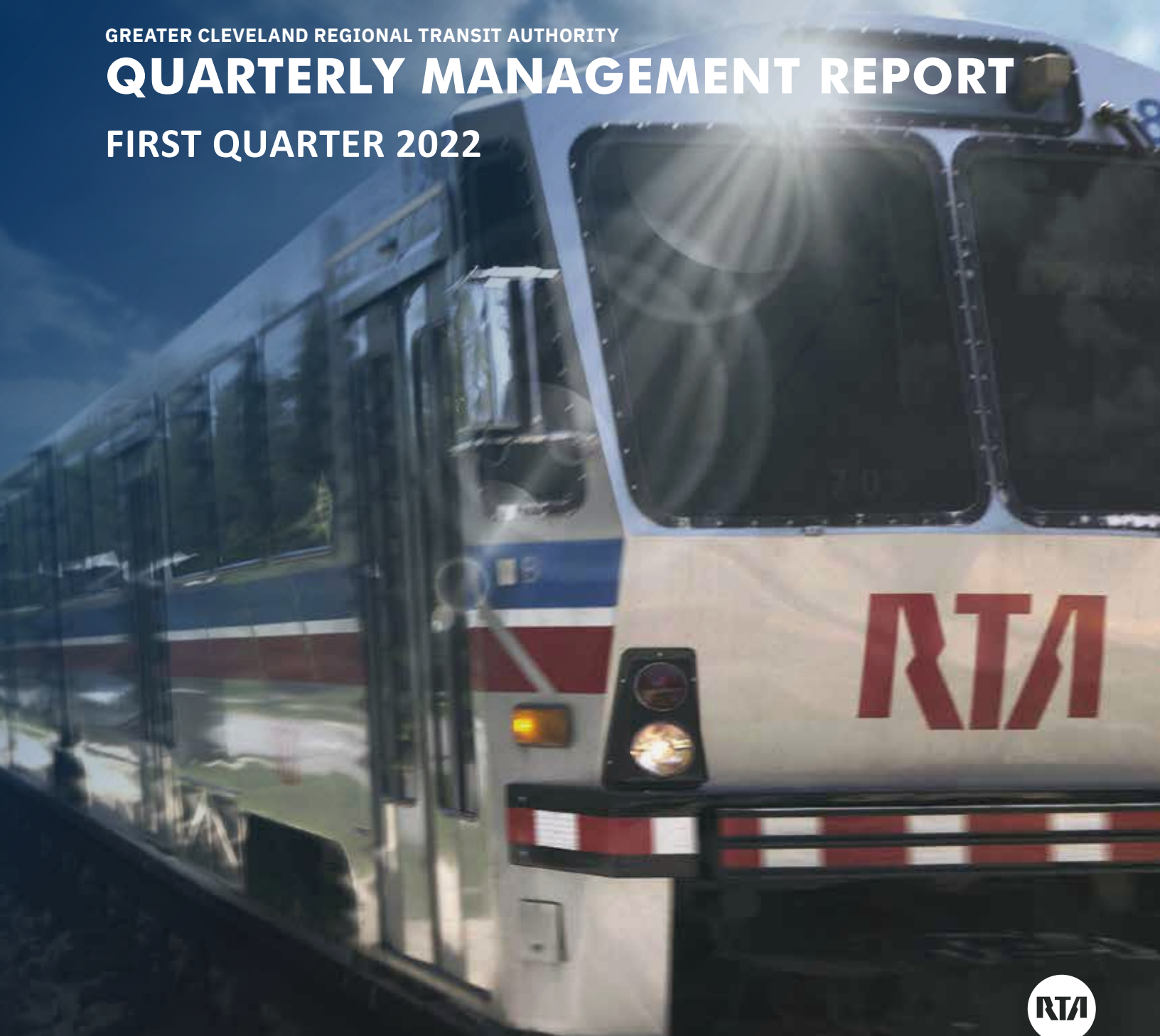


# Q1

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

## QUARTERLY MANAGEMENT REPORT

FIRST QUARTER 2022



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From the General Manager



Over the past two years, we have learned the importance of being connected to one another. As colleagues and committed employees, we will continue to serve our community and one another by ensuring that public transit is accessible for employment, education, healthcare, entertainment, and so much more.

We began 2022 with continued efforts to manage the effects of the ongoing pandemic. Strategies to ensure safety and minimize risk of exposure for our Operators and customers are a priority for our operations.

Priorities for 2022 include: execution of the fare collection replacement program including the introduction of Transit app with EZ Fare, contactless payment, fare capping, rideshare opportunities and more. Several other notable projects include:

- Transit Police Safety Ambassador Pilot Program
- Transit Police Civilian Oversight Board
- Grant funding for the rail car replacement program
- Waterfront Line Bridge rehabilitation efforts
- Upgrade of Enterprise Resource Planning software (Oracle) and transition as a Cloud-based solution
- ConnectWorks, a micro transit pilot program addressing the “first mile/last mile” reality
- Promotion of transit-oriented development to address equity, mitigate displacement, and leverage TOD investments along priority corridors

January and February presented us with several winter storms. Many thanks to our employees who worked tirelessly to maintain services during those events. Their commitment and institutional knowledge kept our bus, rail, and paratransit services operational. While the task of maintaining operations became daunting, our operators exhibited diligence and commitment to excellence. As a result, we provided critical transportation to those who needed to get to work, medical appointments, or to buy groceries.

Over the past year, we have begun to transition from TransitStat to TRACTION. This evolution from performance management to performance measurement comes after a dozen years of identifying metrics to gauge performance. TRACTION will allow us to measure performance through four major success outcomes:

1. Customer Experience
2. Community Value
3. Financial Sustainability
4. Employment Engagement

These success outcomes will be reviewed quarterly to ensure we are meeting our desired outcomes, goals, and objectives.

I am excited to announce that at the February 15 Board meeting, GCRTA formally signed the Hispanic Promise!! The Hispanic Promise is a pledge to hire, promote, retain, develop, and celebrate Hispanic employees and passengers. This is a historic moment, as we will be the first Public Transportation agency to sign the pledge.

In addition to signing the Hispanic Promise, GCRTA will participate in the American Public Transit Association's (APTA) pilot Racial Equity Commitment Program. The program is two-year commitment to participating in a cohort with 30 other transit authorities to create a roadmap on how to advance racial equality within their organizations by examining strategies to deepen our commitment to diversity, equity, and inclusion.

As a public agency, we employ and serve a diverse population. We seek to promote and support diversity and inclusion across all areas of GCRTA and the communities we serve. We must set an example for others to follow; we must do our part to embrace one another with respect, dignity, and empathy in order to drive positive change.

Over the next five years, Ohio is poised to receive \$1.3 billion of guaranteed funding from the bipartisan the Infrastructure, Investment and Jobs Act (IIJA). GCRTA will receive \$20.3 million under the IIJA, while Ohio's Urban and Rural transit systems will receive \$260 million in 2022, and \$73.5 million that is available immediately. The remainder will be distributed later this year.

Once again, this February, we participated in the sixth annual Ohio Loves Transit week and Lobby Day. For this year's campaign, we focused on social media with posts highlighting:

- How transit impacts our communities
- Thanking our legislators for their support in the last biennial budget
- How we are utilizing the funds provided to us to improve riders' experiences

This was accomplished with specific posts to our social channels each day and tagging each of our legislators, Ohio Public Transit Association (OPTA) and NEORide. On Wednesday, February 16, as part of Ohio Loves Transit Week, our Governmental Affairs Team attended OPTA's lobby day. Meetings were held with legislators to thank them for their investments and to share how resources were used.

On March 29, we hosted our Annual Board Meeting, where our newly appointed Board Members were sworn in. Additionally, we highlighted our 2021 accomplishments, as well as our goals and objectives for 2022. A digital copy of the Annual Report can be found at: <http://www.reports.riderta.com/annual/2021/>.

It is critical to maintain appropriate staff levels to maintain our operations. As a result, we continue to actively recruit for Operators, Mechanics, Laborers, and more, to ensure we are appropriately staffed to provide our valuable services. Our Human Resources team has partnered with Ohio Means Jobs to host a series of hiring events, where they can interview potential candidates for the various opportunities, we have available.

As a result of community input, we are excited to launch a Transit Ambassador program. We will hire eight Ambassadors and two Community Outreach Specialists. The Ambassadors will be tasked with providing riders with information on purchasing passes, routes, getting on/off the bus, report safety issues, and much more. The Community Outreach Specialist will be tasked with performing mental health, crisis, and substance abuse outreach, diffuse an immediate crisis, and serve as a resource. Our Marketing and Human Resources teams have already begun recruitment efforts for both positions, which will report through our Transit Police Department.

As part of our mission, Connecting the Community, we plan to transition our mobile ticketing app from RTA CLE to Transit App with EZFare. By making this transition, riders will be able to purchase passes, plan trips, determine when their bus will arrive, and more. Additionally, they will be able to use one app versus two as they do now. Currently, Transit App with EZFare is comprised of 13

transit systems from Kentucky, Michigan, and Ohio. As a result, riders will be able to buy tickets anytime, anywhere, and for any agency they are using.

Sincerely,



India L. Birdsong

General Manager, Chief Executive Officer

<b>General Fund Balance Analysis</b>					
	2022 Annual Budget	2022 Budget YTD Q1	2022 Actual YTD Q1	YTD Q1 Variance	YTD Q1 % Variance
<b>Revenues</b>					
Passenger Fares	\$ 21,719,563	\$ 4,836,609	\$ 6,596,081	\$ 1,759,472	36.4%
Advertising & Concessions	1,390,000	759,516	1,743,982	984,466	129.6%
Sales & Use Tax	242,986,048	58,300,802	64,364,822	6,064,020	10.4%
Investment Income	600,000	155,000	32,331	(122,669)	-79.1%
Other Revenue	1,500,000	250,000	120,666	(129,334)	-51.7%
Reimbursed Expenditures	5,000,000	1,710,000	1,254,427	(455,573)	-26.6%
ARP Funding	81,199,333	60,000,000	-	(60,000,000)	-100.0%
<b>Total Revenue</b>	<b>354,394,944</b>	<b>126,011,927</b>	<b>74,112,309</b>	<b>(51,899,618)</b>	<b>-41.2%</b>
<b>Operating Expenditures</b>					
Salaries & Overtime	150,098,342	38,750,352	38,223,222	(527,130)	-1.4%
Payroll Taxes & Fringes	58,810,762	15,130,782	11,877,424	(3,253,358)	-21.5%
Fuel (Diesel, CNG, Prop. Pwr., Propane, Gas)	10,451,419	3,371,900	2,560,925	(810,975)	-24.1%
Utilities	4,179,636	1,044,918	1,094,819	49,901	4.8%
Inventory	13,100,000	3,300,000	1,859,664	(1,440,336)	-43.6%
Services & Materials & Supplies	21,866,701	5,466,744	5,700,539	233,795	4.3%
Purchased Transportation	9,150,000	2,125,003	1,699,227	(425,776)	-20.0%
Other Expenditures	7,100,010	2,945,315	2,545,743	(399,572)	-13.6%
<b>Total Operating Expenditures</b>	<b>274,756,870</b>	<b>72,135,013</b>	<b>65,561,563</b>	<b>(6,573,451)</b>	<b>-9.1%</b>
<b>Revenues less Operating Expenditures</b>	<b>79,638,074</b>	<b>53,876,914</b>	<b>8,550,746</b>	<b>(45,326,168)</b>	<b>-84.1%</b>
<b>Transfers to Other Funds</b>					
Transfer to/from Insurance Fund	2,500,000	-	-	-	#DIV/0!
Transfer to/from Pension Fund	40,000	40,000	-	(40,000)	-100.0%
Transfer to Reserve Fund	10,878,615	878,615	-	(878,615)	-100.0%
<b>Transfers to Capital</b>					
Transfer to/from Bond Retirement Fund	11,500,000	5,000,000	2,652,314	(2,347,686)	-47.0%
Transfer to/from Capital Improvement Fund	40,228,465	11,000,000	-	(11,000,000)	-100.0%
<b>Total Transfer to Capital</b>	<b>51,728,465</b>	<b>16,000,000</b>	<b>2,652,314</b>	<b>(13,347,686)</b>	<b>-83.4%</b>
<b>Total Transfers to Other Funds</b>	<b>65,147,080</b>	<b>16,918,615</b>	<b>2,652,314</b>	<b>(14,266,301)</b>	<b>-84.3%</b>
<b>Total Expenditures</b>	<b>339,903,950</b>	<b>89,053,628</b>	<b>68,213,877</b>	<b>(15,184,916)</b>	<b>-17.1%</b>
<b>Net Increase (Decrease)</b>	<b>\$ 14,490,994</b>	<b>\$ 36,958,299</b>	<b>\$ 5,898,432</b>	<b>\$ (31,059,867)</b>	<b>0.2%</b>
<b>Beginning Balance</b>	<b>51,869,890</b>				
<b>Est. Ending Encumbrances</b>	<b>13,000,000</b>				
<b>Estimated Available Ending Balance</b>	<b>\$ 53,360,884</b>				
<b># Months Reserves - Estimated</b>		2.33			

Figure 1: General Fund Balance Analysis

**General Fund Balance Analysis & Operating Analysis**

The Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan (ARP) provided stability for the Authority in 2021. Approximately half of the ARP grant was drawn down in 2021. The remaining balance on the ARP grant will be drawn down in the 2<sup>nd</sup> Quarter of 2022.

Passenger Fares and Sales Tax were strong in the 1<sup>st</sup> Quarter of 2022, at 36.4% and 10.4% above budgeted levels, respectively. Operating Expenditures were 9.1% below budgeted levels. The reduction in Operating Expenditures is largely due to lower health care and prescription costs. For 2022, health care and prescription costs are \$2.1 million below 2021 levels.

Ridership through the first Quarter totaled 4.1 million riders, 16.2% higher than 1<sup>st</sup> Quarter 2021. The increases are spread across all modes. The 3 modes with the largest ridership increases were Paratransit which increased by 41.5%, Park-N-Ride by 44.9%, and Heavy Rail by 27.6%.

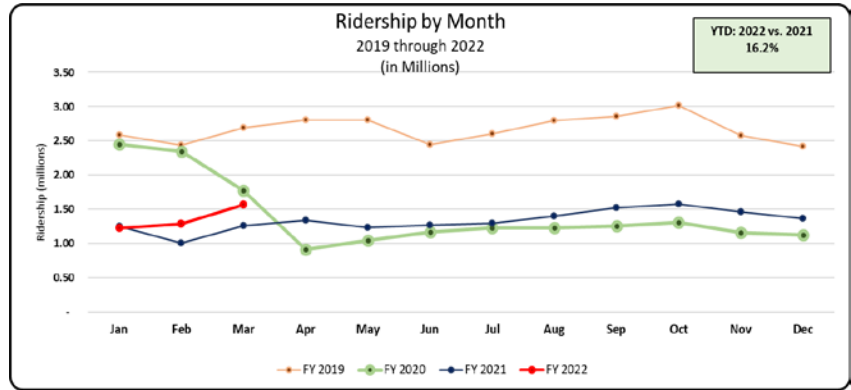


Figure 2: Ridership

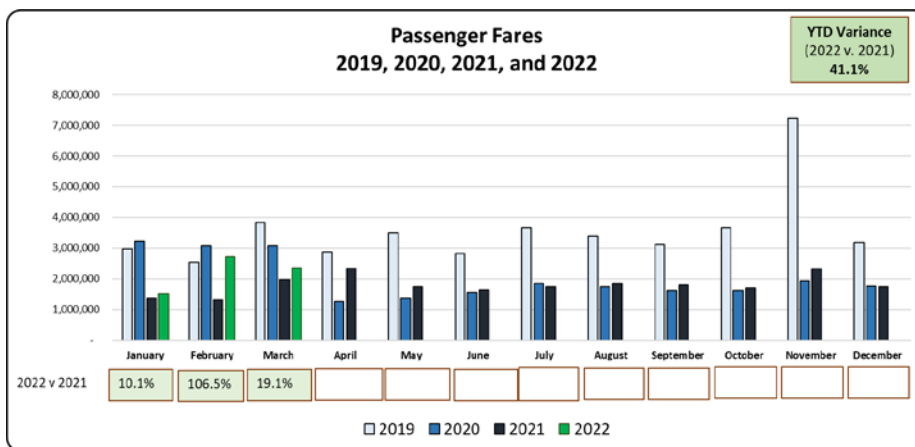


Figure 3: Passenger Fares

Passenger Fare revenue totaled \$6.6 million in the 1<sup>st</sup> Quarter of 2022, 41.1% higher than 1<sup>st</sup> Quarter 2021 and 36.4% higher than budget. Mobile ticketing was 30.2% higher during the 1<sup>st</sup> Quarter 2022 compared to 2021. Cash fares were 7.6% higher, Fare cards were 34.9% higher, and Passes, including the U-Pass, were 64.1% higher than the same period in 2021.

Sales Tax receipts totaling \$64.4 million through 1<sup>st</sup> Quarter 2022 were 12.6% higher than the same period in 2021 and 10.4% higher than budget. On-Line Sales continue to be strong, 38.8% higher than 2021. April receipts totaled \$18.5 million, 10.1% higher than April 2021 and 7.9% higher than budget. Through April 2022, when compared to the same time period in 2021, the top 3 categories are: On-Line Sales at 26.7% higher, Motor and Water Vehicles at 22.1% higher and Statewide Sales Tax Payments at 19.6% higher.

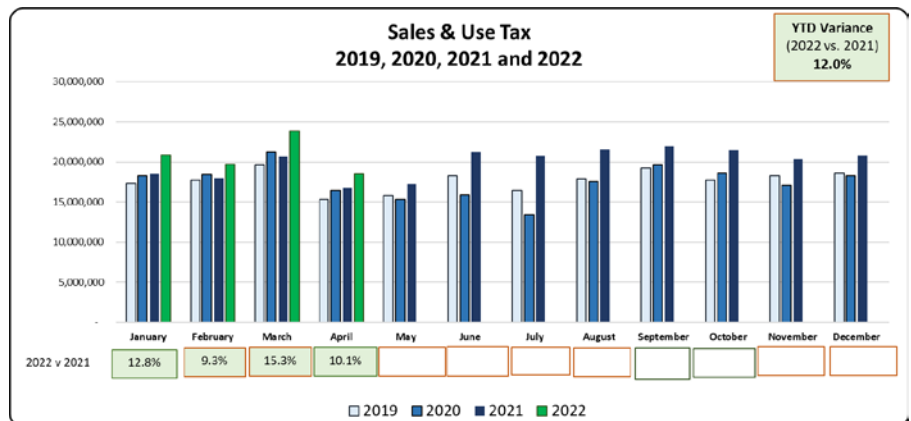


Figure 4: Sales & Use Tax

Total Operating Expenses at the end of the 1<sup>st</sup> Quarter were 9.1% under budgeted levels. Total personnel expenses (salaries, overtime, payroll taxes and fringes) were 22.9% below budget. At the end of the 1<sup>st</sup> Quarter, payroll taxes and fringes were 21.5% below budgeted level mainly due to health

care and prescription costs that were lower than expected. The Energy Price Risk Management Program continues to help stabilize fuel costs. Fuel costs are expected to be near budget by year-end due to the Fuel Hedging program. The Authority also continues to purchase cleaner Compressed Natural Gas (CNG) buses and retire older diesel buses.

Transfers to other funds are to support the expected expenditures and maintain the recommended balances for the Bond Retirement, Insurance, Supplemental Pension, Capital Improvement, and Reserve Funds. Most of these transfers are scheduled to occur in the 2<sup>nd</sup> Quarter of the year.

## **BOARD POLICY GOALS**

### **Operating Efficiency**

The policy goal is to maintain an **Operating Ratio** of at least 25%. This ratio shows the efficiency of management by comparing operating expenses to operating revenues (Passenger Fares, Advertising & Concessions, and Investment Income). At the end of the 1<sup>st</sup> Quarter, the Operating Ratio is 12.8%. Passenger Fare receipts were higher than budget during the 1<sup>st</sup> Quarter. (Figure 5)

<b>Board Policy Goals</b>				
	<b>KPI</b>	<b>Definition</b>	<b>Goal</b>	<b>Q1</b>
<b>Operating Efficiency</b>	Operating Ratio	% of Operating Expenses (less Force Account Labor) are covered by Operating Revenues (Passenger Fares, Advertising, Investment Income)	≥ 25%	12.8%
	Cost/Hour of Service	Dividing total operating expenses by total service hours		Calculated at Year end
	Growth per Year	Cost of delivering a unit of service compared to prior year	≤ rate of inflation (2.1%)	
	Operating Reserve (months)	Available ending balance is equal to cash equivalent of one-month's operating expenses	≥ 1 month (1.0)	2.3
<b>Capital Efficiency</b>	Debt Service Coverage	Authority's ability to meet annual interest and principal payments on debt	≥ 1.5	6.0
	Sales Tax Contribution to Capital	Transfers to fund the Authority's bond retirement payments and local funding for capital projects	≥ 10%	4.1%
	Capital Maintenance to Expansion	Ratio of focus between State of Good Repair (SOGR) vs. service expansion	75 - 90%	100%

**Figure 5: Board Financial Policy Goals**

The target of the **Cost per Hour of Service** indicator is service to be maintained at or below the rate of inflation. The inflation rate and interest rate have both increased. These calculations will be completed at year-end.

**Operating Reserve is targeted for a period of 30 Days or 1 Month**, which requires the available unrestricted cash and cash equivalents to be one month of operating expenses to cover any unforeseen or extraordinary fluctuations in revenues or expenses. At the end of the 1<sup>st</sup> Quarter, the Operating Reserve is 2.3 months in excess of the stated policy goal.

### **Capital Efficiency**

The **Debt Service Coverage** ratio is the measure of the Authority's ability to meet annual interest and principal payments on its outstanding debt. The goal is for the debt service coverage to be 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. The Debt Service Coverage ended the quarter at 5.97, exceeding the policy goal.



The **Sales Tax Contribution to Capital** is a measure of the level of commitment to longer-term capital needs by determining the percentage of the sales tax revenues that is to be allocated directly to the Capital Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments. This indicator ended the quarter at 4.1%, below the policy goal.

The **Capital Maintenance Outlay to Capital Expansion Outlay** ratio shows the Authority's focus is on the maintenance or State of Good Repair (SOGR) of its current assets rather than on the expansion of service levels. This continues to remain the best course available as the Authority continues its bus replacement program, equipment upgrades, and plans for rail vehicle replacement and rail infrastructure improvements.

## Capital Commitments and Expenditures

### Capital Revenues

Under the Federal Grant Program there are 46 active grant awards: 29 are within the Formula Grant awards category and 17 are either highly competitive or discretionary grants.

The Formula Grants include \$54.5 million in funding from:

- 5307 - Urbanized Area Formula Grant
- 5337 - State of Good Repair (SOGR) Grant
- 5339 - Bus & Bus Facilities Grant

Competitive grants total \$36.7 million that have been received and identified for Fiscal Year (FY) 2022 which include:

- UTP (Urban Transit Program)
- OTP3 (Ohio Transit Preservation Partnership Program)
- CMAQ (Congestion Mitigation and Air Quality)
- NOACA (Northeast Ohio Areawide Coordinating Agency)
- FHWA (Federal Highway Administration)
- DERG (Diesel Emission Reduction Grant) Award

American Rescue Plan funds (ARP 2021) have also been granted in the amount of \$136,108,510 to be split between FY 2021 and FY 2022 to help mitigate the effects of the pandemic on the Authority. Also due to the pandemic, a grant for \$972,777 was received for Rides to Community Immunity, and a grant for \$200,000 was received for COVID Mass Vaccination Security to help with security at the Wolstein Center.

The Strategic Plan initiative is to apply for, and successfully obtain, at least \$20 million of competitive grant awards each year which would enable the Authority to focus on its State of Good Repair (SOGR) projects. These and other Capital projects are explained in further detail in the Capital Commitments sections. As capital projects are inception-to-date, competitive awards totaling \$36.7 million have been received prior to end of the first quarter. Table 1 shows the funding sources, including competitive awards, funds committed through the life of the award, and funding available as of first quarter 2022. The following are the competitive awards:

- \$5.6 million for 7 60-FT BRT Articulated coaches
- \$2.6 million for 20 40-FT CNG Buses
- \$9.6 million for 25 40-FT CNG Buses
- \$4.4 million for 20 40-FT CNG Buses
- \$877,810 for 10 25-FT Paratransit Vehicles
- \$3.3 million for Triskett CNG Building Compliance
- \$1.4 million for Red Line Curve Replacement
- \$1.1 million for Red Line Brookpark 515 Track Switch
- \$382,915 for S Curve Retaining Wall Repairs
- \$6.8 million for LR Rehab Program
- \$250,000 for Asset Maintenance Software Database
- \$400,000 for Baby on Board

ITD Funding Source Totals

Source of Funds	Funding Appropriated	Funds Committed	Funding Available	Percentage of Remain. Funds
FORMULA	\$ 120,388,726	\$ 94,116,884	\$ 26,271,842	12.30%
LOCAL (ALL)	\$ 173,749,611	\$ 70,339,565	\$ 103,410,046	48.41%
COMPETITIVE	\$ 29,331,855	\$ 27,680,408	\$ 1,651,447	0.77%
Federal Assistance	\$ 137,281,287	\$ 55,260,945	\$ 82,020,342	38.40%
STATE	\$ -	\$ -	\$ -	0.00%
OTHER	\$ 1,476,680	\$ 1,233,071	\$ 243,609	0.11%
	<b>\$ 462,228,159</b>	<b>\$ 248,630,873</b>	<b>\$ 213,597,286</b>	<b>100%</b>

Figure 6

(Table 1)

**Commitments by Capital Category**

The capital program is based on a multi-year or Inception-to-Date (ITD) approach. The total capital appropriations of \$629.3 million for FY 2022 include appropriations of \$136.8 million for FY 2022 and \$492.5 million of prior year carryover, which are displayed in Table 2.

Projects within the capital program are placed in eight categories as seen in the table below. The table compares the budget to the year-end projections for each category.

At the end of the 1st Quarter, project commitments totaled \$248.6 million, including \$177.5 million of ITD expenditures and \$71.1 million of current encumbrances, resulting in \$380.7 million, or 60.5%, of available funding. Most capital activities during the first quarter were for continuation of projects that began in prior fiscal years, or in preparation for planned FY 2022 construction projects and preventative maintenance/operating budget reimbursements. These projects continue to focus on the State of Good Repair (SOGR) of the Authority’s capital assets. Projected activities within the RTA Capital and Development Funds during the remainder of 2022 will result in estimated total commitments of \$565.2 million and available funding of \$64.1 million, or 10.2% by year-end.

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

1st Quarter 2022 Combined Capital Program

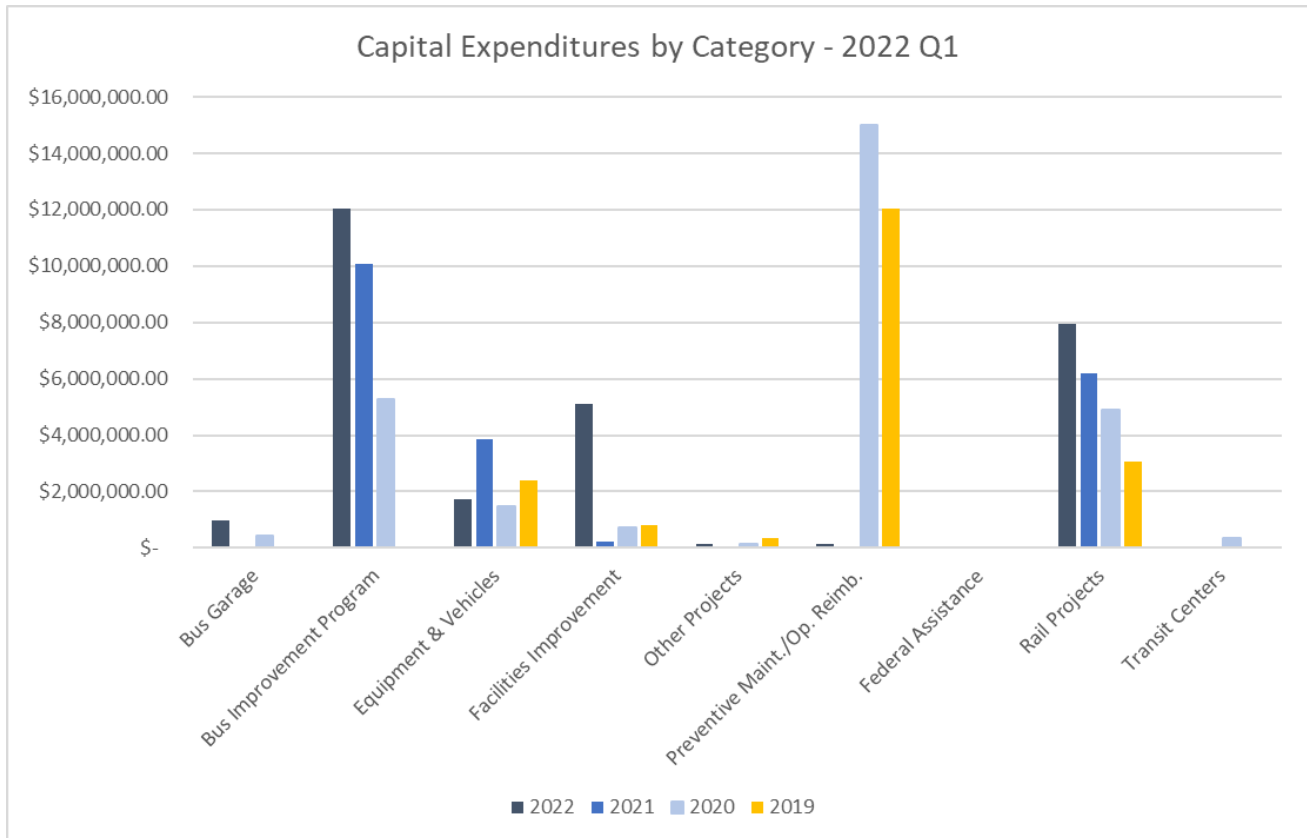
Categories	(ITD) Budget A	Current Commitments B	Budget vs Current Commitments A-B	% Remaining (A-B)/A	Projected Commitments @ End of 2022 C	Projected Commitments vs. Current Budget A-C
Bus Garages	\$ 13,564,725	\$ 12,206,067	\$ 1,358,658	10.0%	\$ 12,886,067	\$ 678,658
Bus Improvement Program	76,268,608	52,781,239	23,487,369	30.8%	65,502,764	10,765,844
Equipment & Vehicles	28,985,024	16,598,308	12,386,716	42.7%	24,345,832	4,639,192
Facilities Improvements	65,533,477	28,383,560	37,149,917	56.7%	49,516,560	16,016,917
Other Projects	9,403,272	4,274,509	5,128,763	54.5%	6,042,572	3,360,700
Preventive Maint./Operating Reimb.	138,825,037	55,260,945	83,564,092	60.2%	138,745,829	79,208
Rail Projects	296,101,881	79,033,928	217,067,953	73.3%	267,688,184	28,413,697
Transit Centers	600,000	92,320	507,680	84.6%	502,320	97,680
<b>Sub-Total: RTA Capital</b>	<b>\$ 629,282,024</b>	<b>\$ 248,630,876</b>	<b>\$ 380,651,148</b>	<b>60.5%</b>	<b>\$ 565,230,128</b>	<b>\$ 64,051,896</b>

Figure 7

(Table 2)

**Current Year Expenditures by Capital Category**

The graph below compares current expenditures for each category with prior years' expenditures at the same point in time. The majority of the capital expenditures so far in 2022 have been Rail projects and Bus Improvement Program categories totaling a combined \$20.0 million, or 71.3%, of capital expenditures.



**Figure 8**

**Bus Garages**

These projects are for needed facility upgrades at bus garages. The Hayden Garage will see upgrades to both the Gas Detection and Fire Protection Systems in FY 2022. The Triskett CNG Building upgrades and compliance project for newly purchased CNG vehicles is scheduled to be completed in FY 2022.

At the end of the first quarter, approximately \$12.2 million of the \$13.5 million budget was committed, leaving available funding of \$1.3 million, or 10.0%. The CNG Building upgrade will continue through year-end and no additional funding is projected to be encumbered.

**Bus Improvement Program**

The Authority continues to retire older fleets to purchase more fuel-efficient vehicles under the 7-year Bus Improvement Program. At the end of March, category commitments totaled \$52.8 million, out of the total appropriations of \$76.3 million, leaving available funding of \$23.5 million, or 30.8%.

These commitments include current expenditures of \$37.9 million and current encumbrances of \$14.9 million to help maintain the Authority’s existing bus fleet. Projected total commitments of \$65.5 million at year-end include the bus purchase orders for 20 40-ft CNG Buses and other minor bus purchasing activities.

**Equipment & Vehicles**

At the end of the first quarter, the total commitments of \$16.6 million include \$10.2 million of ITD expenditures and \$6.4 million of encumbrances leaving available funding of \$12.4 million, or 42.7%. The majority of the open encumbrances within this category include \$2.2 million within the on-going Fare Collection Equipment project, \$1.0 million for EBS-aaS Migration, and \$550,923 for the Ultramain Version 9 Upgrade. Remaining commitments within this category are concentrated within various SOGR equipment & vehicle upgrade projects.

**Facilities Improvements**

At the end of the first quarter, the total commitments of \$28.4 million include \$13.1 million of ITD expenditures and \$15.2 million of current encumbrances resulting in available funding of \$37.1 million, or 56.7%.

**Other Projects**

The Other Projects category includes pass-through grants to Medina and other miscellaneous capital projects that do not fit into the other capital categories. At the close of the first quarter, this category has combined project commitments of \$4.3 million out of the category budget of \$9.4 million, resulting in available funding of \$5.1 million or 54.5%.

During the first quarter of the year, a combined \$137,830 of expenditures were generated by projects within this category. These projects include Transit Oriented Development, Anti-Terrorism Team, and TSA Canine Security Program.

**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.

Projected total commitments at year-end are estimated to total \$138.7 million of the \$138.8 million budget. \$81.3 million is planned to be drawn down against the remaining ARP 2021 funding. Ride to Community Immunity has been granted an expanded scope until year end 2022 to expense the remaining \$647,000 in the project.

**Rail Projects**

At the end of March, \$79.0 million of the \$296.1 million budget for the Rail Projects category was committed resulting in available funding of \$217.1 million, or 73.3%. Total commitments include \$47.8 million of ITD expenditures along with \$31.2 million of current encumbrances, focusing on achieving SOGR on the rail system.

Projected commitments for the remainder of FY 2022 total \$188.7 million which include \$160.6 million for the HRV Rail Replacement program.

Other large commitments planned throughout 2022 include \$3.0 million for the Windermere Substation replacement, \$3.6 million for the E. 120<sup>th</sup> Substation replacement, \$3.0 million for Rail Profile Grinding Program, \$2.0 million the Light Rail Passenger Shelters, \$5.1 million for LR Rehab Warrensville St. Track, \$3.7 million for the LR Rehab program E. 75<sup>th</sup> Turnouts, \$1.6 million for the Warrensville Van Aken Station Platform, and other smaller rail projects across the authority.

### **Transit Centers**

Project commitments total \$92,320, out of the budget of \$600,000, results in available funding of \$507,680 or 84.6%. Through the first quarter there have been no expenses on Transit Center oriented projects. Projected commitments for the remainder of the year total \$410,000 on ADA enhancements.

**Performance Measures**

Performance Measure		Q1	Q2	Q3	Q4	YTD
<b>Passenger per bus/train hour:</b>	<b>2022 Target</b>					
Bus	12	11				11
Rail	35	34				34
Total*	14	13				13
*Calculated by dividing the quarter's total ridership by total system wide hours						
<b>Revenue Vehicle Cost Per Mile:</b>		\$2.75	\$	\$	\$	\$2.75
(Maintenance & Fuel)						
*Estimated Value						
<b>% Of Scheduled Maintenance Completed (Revenue Vehicles)</b>						
Bus		89%				89%
Rail		94%				94%
Paratransit (Revenue)		100%				100%
Paratransit (Non-Rev)		77%				77%

**Figure 9**

**Critical Success Factors**

<b>Passenger Fare Revenue</b>	The Passenger Fare revenue performance measure is discussed in detail in the Financial Analysis Section of the Report.
<b>Preventable Collisions</b>	The GCRTA <u>Preventable Collision Rate (PCR)</u> TEAM goal for 2022 is 1.25. The 2022 YTD 1st Quarter PCR is 1.85, which is 48% higher than the TEAM goal and 79% lower than the 1.03 PCR for the same period in 2021. Total preventable collisions increased 96% to 100 from 51. Mileage increased 10%.
<b>Total Collision Rate</b>	The GCRTA <u>Total Collision Rate (TCR)</u> for the 2022 YTD 1st Quarter is 4.46, which is 38% higher than the 3.22 TCR for the same period in 2021. Total collisions increased 52% from 159 to 241.
<b>On the Job Injury Rate</b>	The GCRTA 2022 TEAM Injury Rate Goal is 7.0. The 2022 YTD 1st Quarter Injury Rate of 6.23 is 11% below the TEAM Goal and 10% below the 6.91 Injury Rate for the same period in 2020. Total injuries decreased by 7 from 35 in 2021 to 28 in 2022. See the chart below:

**Number of Miles Between Service Interruption**

Tracks the rate of revenue-vehicle miles between mechanical failures that result in delays to revenue service greater than five minutes.

Note – Revenue-vehicle miles are miles logged by buses and railcars.

- 11,691 Miles Between Service Interruptions for Q1 2022 represents:
  - 51.43% decrease from Q4 2021 (24,069)
  - 25.46% decrease from Q1 2021 (15,683)

**On-Time Performance**

On Time Performance tracks schedule adherence. Schedule adherence is measured by using recorded departure times) and uses the categories of Early (>1 minutes before), On Time (<1 minute before – 5 minutes after), and Late (>5 minutes).

**Note** – End of line measurements recorded by arrival time. Early arrivals at end of the line are recorded as On Time.

- $Fixed\ Route\ On\ Time\ Performance = \frac{On\ Time\ Measurements}{On\ Time + Early + Late\ Measurements}$
- Fixed route on time performance of **83.20%** for Q1 2022 represents:
  - 1.33% increase from Q4 2021 (82.11%)
  - 6.54% decrease from Q1 2021 (89.03%)

**Ridership**

Total unlinked passenger trips on all GCRTA transit modes.

- The COVID-19 pandemic has continued to affect ridership:
- **4,125,870** unlinked passenger trips for Q1 2021 represents:
  - 7.05% decrease from Q4 2021 (4,438,804)
  - 21.88% increase from Q1 2021 (3,385,159)

Q1 2022 over Q4 2021 performance by mode

Mode	Q1 2022 performance in comparison to Q4 2021
Motorbus (MB)	-8.77%
HealthLine (RB)	-11.49%
Heavy Rail (HR)	0.51%
Light Rail (LR)	0.15%
Paratransit (DR)	0.53%
<b>System Total</b>	<b>-7.05%</b>



Year over year performance by mode Q1 2022 vs Q1 2021

Mode	Q1 2022 vs. Q1 2021
Motorbus (MB)	22.60%
HealthLine (RB)	8.26%
Heavy Rail (HR)	26.72%
Light Rail (LR)	16.03%
Paratransit (DR)	29.18%
<b>System Total</b>	<b>21.88%</b>

**Customer Satisfaction/Boardings Between Complaints**  
 \*For Q1 2022, reporting was by mode

Boardings between Complaints tracks the number of boardings in between customer complaints logged in the Trapeze COM system.

**Note** – The metric only considers complaints that are charged to an operating district

- June 2021 complaint data was recovered and added back into all calculations for this report.
- **4,485** Boardings Between Complaints for Q1 2022 represents:
  - 27.36% decrease from Q4 2021 (6,174)
  - 45.15% decrease from Q1 2021 (8,177)

**Attendance**

**Unscheduled Absence Percentage** - Tracks the percentage of available work hours that are unscheduled absence hours. An absence is unscheduled when it is charged to any of the following categories: Sick Time, Unpaid Absence, Disability, Suspension, Workers' compensation, and Other Unscheduled Absences.

Unscheduled Absence rate of **8.58%** for Q1 2022 represents:

- 6.69% decrease from Q4 2021 (9.20%)
- 1.40% decrease from Q1 2021 (8.70%)

## Quarterly Marketing Activities

### HealthLine Reveal

On January 12, 2022, we revealed our 16 new CNG buses for use on the HealthLine bus rapid transit (BRT) system. The new buses come with features that will be of great service to our passengers, such as Free Wi-Fi, and LCD screens that display real time route updates, along with news and weather reports. Additional technical features include a communication system with traffic lights along the route to reduce time stopped at intersections, interior and exterior cameras for rider safety, and a turn warning system to alert surrounding pedestrians.

### NBA All Star

The NBA All-Star Weekend was February 18-20, 2022. During the weekend, we invited attendees to ride our Rapid Service and Trolleys. To inform visitors of the services available, we developed a Coach RTA advertising campaign. Coach RTA invited attendees to come ride and relax on RTA. We also hosted an Instagram contest for gift cards to local establishments and four all day bus passes.

### Ohio Loves Transit

To highlight the importance of Public Transit in Ohio, the Ohio Public Transit Association (OPTA) will host its sixth annual Ohio Loves Transit Week February 13 through February 20, 2022. For this year's campaign, we focused on social media with posts highlighting:

- How transit impacts our communities
- Thanking our legislators for their support in the last biennial budget
- How we are utilizing the funds provided to us to improve riders' experiences

This was accomplished with specific posts to our social channels each day and tagging each of our legislators, Ohio Public Transit Association (OPTA) and NEORide. On Wednesday, February 16, as part of Ohio Loves Transit Week, our Governmental Affairs Team attended OPTA's lobby day. Meetings were held with legislators to thank them for their investments and to share how resources were used.

### Annual Report

For our Annual Board Meeting we developed an annual report which highlights our 2021 accomplishments, as well as our goals and objectives for 2022. A digital copy of the Annual Report can be found at <http://www.reports.riderta.com/annual/2021/>.

**Disadvantaged Business Enterprise (DBE) Participation/Affirmative Action**

**Key Performance Measures**

The DBE program is administered on the 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 FFY 2022 - 2024 is 21.5%. 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, 2022 – March 31, 2022, represents the second quarter of FFY 2022. DBE dollars awarded during the first quarter and FFY to-date on contracts greater than \$100,000 totaled **\$400,000 or 100.2%** on total contracts of **\$400,000**.

**QUARTERLY - PARTICIPATION OF DBE FIRMS BY CLASSIFICATION  
(January 1, 2022 – March 31, 2022)**

Classification	1st. Quarter Oct. 1 – Dec. 31		2 <sup>nd</sup> Quarter Jan. 1 –March 31		3 <sup>rd</sup> Quarter April 1 – June 30		4 <sup>th</sup> Quarter July 1 – Sept. 30	
	African American	0	0	0	0			
Asian	0	0	0	0				
Caucasian Female	0	0	\$400,000	100.0%				
Hispanic	0	0	0	0				
Sub-Pacific Asian	0	0	0	0				
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>\$400,000</b>	<b>100.0%</b>				

**Figure 10**

**CURRENT QUARTER - DBE PERFORMANCE BY CONTRACT CATEGORY  
(January 1, 2022 – March 31, 2022)**

	Construction	Professional Services	Equipment & Supply	Total
<b>DBE Dollars</b>	0	\$400,000	0	\$400,000
<b>All Dollars</b>	0	\$400,000	0	\$400,000
<b>% DBE Participation</b>	<b>0</b>	<b>100.0%</b>	<b>0</b>	<b>100.0%</b>

**Figure 11**

**YEAR TO DATE  
DBE PERFORMANCE BY QUARTER  
(October 1, 2021 – September 30, 2022)**

	<b>Total Contracts</b>	<b>DBE Participation</b>	<b>% DBE Participation</b>
<b>1st Qtr.</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>
<b>2<sup>nd</sup> Qtr.</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>100.0%</b>
<b>3rd Qtr.</b>			
<b>4th Qtr.</b>			
<b>TOTAL</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>100.0%</b>

**Figure 12**

**Office of Business Development Activities**

Outlined below are selected efforts undertaken during the first quarter of FFY 2022:

**Selected Certification Activities during the quarter include:**

- New Certifications: 6
- No Changes Declaration: 12
- On-Site Review: (Virtual): 5

**Selected Contract Compliance Activities during the quarter include:**

- Completed: 14 Goal Settings
- Reviewed: 10 Certified Payroll Reports

**Selected Outreach Efforts during the quarter include:**

- Attended the 37<sup>th</sup> Annual Ohio Dr. Martin Luther King, Jr. Commemorative Celebration (Virtual)
- Attended on Kent State University: Spirit of Women in Business Conference (Virtual)
- Attended on NOACA Climate Action Summit
- Met with Prevailing Wage experts on Certified Payroll, Compliance & Benefits (Virtual)
- Participated on USDOT DBE Training – New NAICS Code Guidance
- Participated on the 2022 Annual Ohio Minority Supplier Development Council Conference (Virtual)
- Participated on B2Gnow meeting (Virtual)
- Participated on GOTO Webinar Compliance and Workforce Program Tracking for Government Agencies meeting

**Selected Other Involvements**

- Attended WHM Ladies of the month panel discussions (Virtual)
- Business Development Specialist completed Frontline Supervisor Program



Quarterly Performance Report

Division/Department: Office of Equal Opportunity  
 Report completed by: Felicia Brooks-Williams

Date: April 4, 2022  
 Phone #: Ext. 3094

**Affirmative Action**

The Affirmative Action Goals for the employment of women and minorities in all categories for the overall years (2020-2024).

**KEY PERFORMANCE MEASURES**

EEO Job Category	2022 Quarterly Performance Report														Total Placements				
	Male							Female							Q1	Q2	Q3	Q4	TOTAL 2021
	Hispanic Goal	Total Placements Hispanic Males Q1	Asian Goal	Total Placements Asian Males Q1	2 or More Ethnicities Goal	Total Placements 2 or More Ethnicities Males Q1	White Females Goal	Total Placements White Females Q1	Black Females Goal	Total Placements Black Females Q1	Hispanic Females Goal	Total Placements Hispanic Females Q1	Asian Females Goal	Total Placements Asian Females Q1					
Officials & Administrators	---		---		---	2		---		---		---							
Professionals	---		2		---	45		---		---		3						11	
Technicians	---		---		---	24		---		1		1						2	
Protective Service	---		---		---	12		---		1		---						1	
Admin Support	---		---		---	51		---		---		---						1	
Skilled Craft	8		1		1	16		5		---		---						1	
Service Maintenance	24	2	9	3		258	1	--		23		10		3				13	
TOTAL	32	2	12	4		408	1	5		25		14		3				29	

\*The Total Placements reported for the Quarter include new hires, rehires, and promotions in each of the designated categories.

\* Four goals have been met thru 2021. Goals met are highlighted in green.

Figure 13

**Succession Planning and Employee Development**

GCRTA continues to enhance its People Strategy by focusing on Culture & Engagement, Leadership Development & Talent Management, Innovation & Technology, Continuous Improvement, and Compliance. Short and long-term succession planning, management training, community partnerships with key training resources, and multiple employee development opportunities across all work segments are key to our approach to live out our mission of Connecting the Community.

**Community Training & Development Job Hub Partnership**

The Community Training and Development Job Hub partnership model between Cuyahoga Community College and Greater Cleveland Regional Transit Authority aligns with Tri-C’s current Access Center framework, which provides pathways out of poverty for underserved populations by connecting them to education, training, and jobs through community and business partnerships. Job Hub programming attracts new employees and upskills current employees for GCRTA career opportunities. Current Tri-C Access Centers include Esperanza, Olivet Housing and Community Development Corporation, and MetroHealth Medical Center.

The Temporary Commercial Driver’s License training, Workforce Success Program, and Frontline Supervisory Training and Development Program are core Job Hub programs designed to recruit and train new employees and provide new and emerging managers of current employees with development opportunities. Having gained State Certification for a Bus Maintenance Apprenticeship, in Q1, 2022 we look to have a signed apprenticeship agreement between GCRTA Management and Local 268 Amalgamated Transit Union. Upon approval, GCRTA will move forward with recruitment of candidates to be part of our first Cohort of Bus Maintenance Apprentices.

The following are updates for our core programs during the 1st quarter 2022.

- Forty-two (42) new operator hires attended CDL Temporary Commercial Driver’s License training at Tri-C at the onset of their employment.
- Three employees are currently enrolled in third cohort of the Workforce Success Program, which began March 21, 2022. The Workforce Success Program is an eight-week training program designed to identify and boost employable skills and get help with career planning. Current GCRTA employees and participants from Northeast Ohio communities seeking employment opportunities are participating. Nine GCRTA employees have successfully completed the program.
  - Of the nine employees who have completed the course, two enrolled in Associate Degree programs at Tri-C, and two graduates advanced to new positions at GCRTA.
- The tenth Frontline Leader (FLL) cohort concluded, March 23, 2022. This cohort was a cross-agency collaboration consisting of eight participants from GCRTA, and seven participants from Ohio Turnpike, and Northeast Ohio Area Wide Coordinating Agency. It was the first hybrid model, where half of the classes occurred virtually. During Q2, RTA participants will engage in RTA FLL courses prior to joining participants from Ohio Turnpike in June. This will be the eleventh FLL cohort.
- To increase the Authority’s continuous improvement and efficiency, we continue to send employees through various levels of Lean Six Sigma training. A class of eleven employees

- registered for green belt certification. Training is scheduled to begin at Tri-C's Corporate College, April 12, 2022.
- In addition to core Job Hub Programs, the partnership includes an existing Rail Mechanic Apprenticeship and an emerging new Bus Mechanic Apprenticeship, currently awaiting GCRTA Management and Local 268 Amalgamated Transit Union final approval. This partnership allows for program accreditation through the college. GCRTA instructors gain individual certification as an adjunct instructor enabling them to conduct related training and award college credits for successful participation in the related courses.
- The week of March 21, 2022, RTA hosted The Transportation Safety Institute (TSI), for Fundamentals of Bus Collision Investigation. RTA was one of twelve agencies attending the 40-hour training session here in Cleveland.

**Promotions & Employee Development**

We continue to track progress for advancing our employee development efforts by measuring our percentage of promotions in relation to new hires (See Figure 1). The percentage of promotions for the 1st quarter was 19%, and 19% year to date. This metric shows GCRTA's continued efforts and commitment to developing employees for promotion opportunities within all work segments, and particularly for key leadership positions.

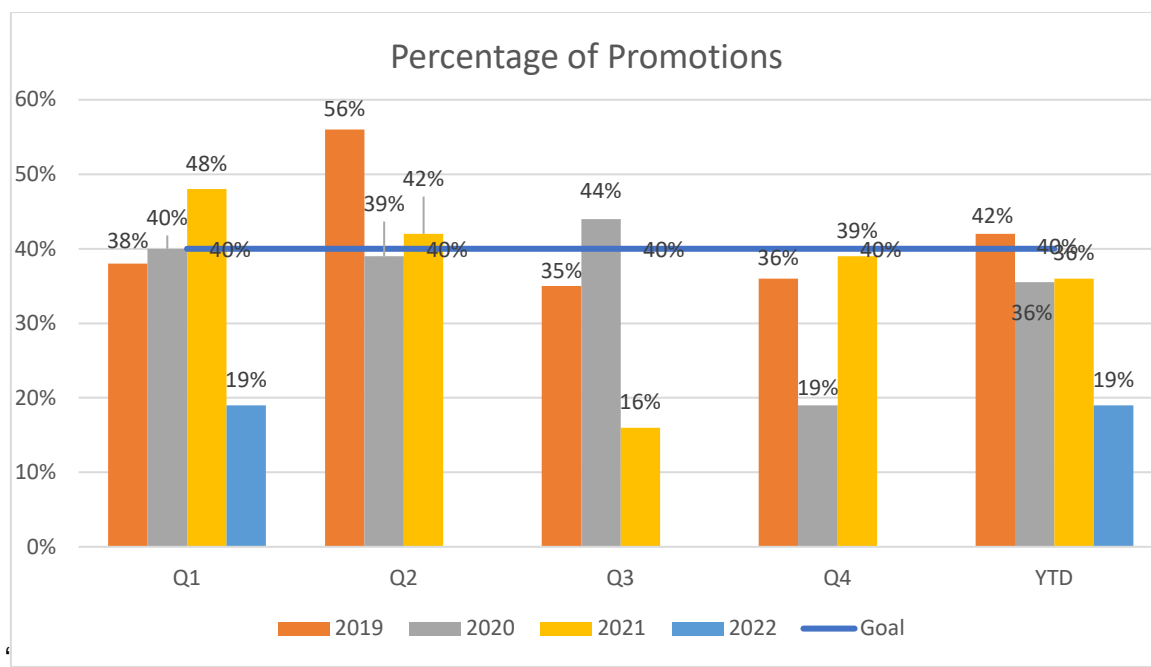


Figure 14

Listed below are notable promotions during the 1st quarter that highlight our succession planning and employee development efforts:

## Succession Planning and Employee Development

### Supervisory/Managerial Succession

- Shawn Becker, Public Transit Management Academy, promoted from Contract Administrator to Project Contract Manager.
- Jonathan Laule, Public Transit Management Academy, promoted from Contract Administrator to Project Contract Manager.
- Bryan Dembkowski, Frontline Supervisor and Development Program participant, promoted from Paratransit Dispatcher in the Operations Division to Service Quality Coordinator.
- James Waken, promoted from Maintenance Planner to Lead Maintenance Planner.
- John Tiell, promoted from Maintenance Planner to Lead Maintenance Planner.
- SheaRon Daniels, Workforce Success Program graduate, promoted from Administrative Assistant to Business Analyst.
- Nicauya Ware, Workforce Success Program graduate, promoted from Bus Operator to Dispatcher.
- Ron Darden, promoted from Transit Police Sergeant to Transit Police Commander.
- Robert Flachbart, promoted from Transit Police Lieutenant to Transit Police Commander.
- Orlando Hudson, Public Transit Management Academy graduate, promoted from Transit Police Lieutenant to Transit Police Commander.
- Clay Saylor, promoted from Transit Police Officer to Transit Police Sergeant.
- Samantha Harper, promoted from Rail Operator to Service Quality Supervisor 576 (Rail).
- Darren Garlock, Public Transit Management Academy graduate, promoted from ITS Specialist to Staff Auditor.



### 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
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**Bridges**

Rehabilitation of the Viaduct, Phase I (27Y)	Design of repair elements Designer: Michael Baker International Cost: \$446,266	RFP was advertised January 21, 2019. Proposals received; consultant selected. NTP issued July 10, 2019. Preliminary report and alternatives received. Inspection completed September 14, 2019. Report review held December 2019. Design completed and construction contract approved at May 25, 2021. Board meeting. Designer is providing construction administration services during the construction. Major error in painting quantity estimate has created change order of approximately \$2,000,000 for contractor. Designer forwarded settlement for negligent error and invoices that were being held are being paid.
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Rehabilitation of the Viaduct, Phase I (27Y)	Construction Contractor: BECDIR Construction Cost: \$6,313,311	Contract Award approved at May 2021 Board meeting. Notice to Proceed (NTP) issued June 14, 2021. Kick-off meeting held on June 23, 2021. Work on painting, patching, and ballast replacement/cleaning underway. Major error in painting quantity estimate has created change order of approximately over \$2,000,000 to contractor. Work suspended for winter and has restarted.
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Viaduct Rehabilitation Buckhead Repair (27Y(a))	Design separate because of permit requirements Designer: Michael Baker International Cost: Included in Project 27Y	Design report and estimate underway. Discussion held with Canalway Partners. 75% design received May 25, 2021. Comments returned June 8, 2021. Meeting held with Canalway Partners September 28, 2021, regarding 100% plans and construction funding. Design submitted to Corps of Engineers for permit evaluation
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Waterfront Line Bridge Repairs (27Z)	Bridge Repairs (design including MSE walls) Designer: Hardesty & Hanover Cost: \$1,481,463	Bridge monitoring by TranSystems/BDI in place and running. Project advertised on December 27, 2020. with Hardesty & Hanover selected March 1, 2021. Contract Award approved at May 25, 2021, Board meeting. NTP issued June 21, 2021. Load rating received August 23, 2021, advising no capacity and emergency shoring needed. Emergency shoring towers ratified by Board September 14, 2021. Shoring plans received from Hardest & Hanover September 15, 2021. Four towers were inspected and completed on December 13, 2021. 75% design received for evaluation.
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Waterfront line Bridge Emergency Shoring 27Z(a))	Four Shoring Towers installed as an emergency repair Construction Cost: \$686,796	Board ratified as emergency September 14, 2021. Work began in field September 27, 2021 and was completed on December 13, 2021. Project to close when 61F (Triskett) is closed.
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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: \$989,942	Contract awarded by Board on February 19, 2019. Notice to Proceed issued on April 4, 2019. Design proceeding. Track 8 duck-under to remain. Plans complete. Project issued for bids March 28, 2022.
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W. 117th Track Bridge Rehabilitation (62A)	Design for repairs to bridge and station platform Designer: Michael Baker International Design Cost: \$490,211	Board Awarded February 2021. NTP April 23, 2021. Field inspection and survey complete as of June 18, 2021. Phase 1 plans received August 13, 2021, and comments returned September 13, 2021. Phase 2 plans reviewed, and comments returned on November 10, 2021. 60% plans (Phase 3) received January 15, 2022, and comments returned February 12, 2022.
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**Track, Signal & Power**

Trunk Line Signaling Design (12D)	Design for Trunk Line (E. 79 to Shaker Sq. Station) Signal System Replacement Designer: Rio Grande Pacific Technology Cost: \$268,412	Contract awarded by Board on December 17, 2019. NTP to be issued February 13, 2020. Trunk Line Survey Report received March 2020. Initial design completed and package sent to Procurement June 23, 2021. Bids received on August 18, 2021, but project canceled by Procurement. Second advertisement unsuccessful on December 8, 2021. Project submitted March 28, 2022, for third Procurement effort. Trip stop at LR100 removed from scope.
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<p>Trunk Line Signal Replacement – Construction (12D)</p>	<p>Construction Contractor: TBD Construction Estimate: \$3,450,000</p>	<p>Advertisement anticipated on April 11, 2022</p>
<p>Red Line 515 turnout Return to Service (12F)</p>	<p>Designer: Mott MacDonald Design Cost: \$219,284</p>	<p>Return to service turnout 515 at west end of Brookpark Yard. Includes signal, track and CTDS work. Project will include work to add CAB loops to yard siding to support new railcar testing. Project awarded February 16, 2021, after Board approval. 90% design received, review completed in November 2021 and preparations of 100% plans are underway.</p>
<p>Consolidated Train Dispatch System (CTDS) Upgrade (12H)</p>	<p>Furnish &amp; and Install Estimated Cost: \$3,757,474</p>	<p>Replacement, testing and commissioning of new front end and back-office equipment including programming. RFP issued and pre-proposal held March 16, 2022. Proposals due on April 28, 2022</p>
<p>Tower City Tracks 10 &amp; 13 (52M)</p>	<p>Design for Track Replacement and Signal System Upgrades Consultant: TranSystems Cost: \$1,237,356</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. TranSystems performing construction administration through WSP. 10W track/platform modifications completed. Consultant asked to approve deductive Change Order to reimburse GCRTA for direct and indirect cost to conform 10W platform to new track alignment. GL1 modifications complete, CTDS modifications need one additional item to be complete. New crossover 115-117 in service.</p>
<p>Tower City Tracks 10 &amp; 13 (52M)</p>	<p>Track Replacement and Signal System Upgrades Construction Contractor: Railworks Cost: \$12,028,299</p>	<p>IFB package advertised on January 21, 2019. Project Notice to Proceed issued May 13, 2019, to RailWorks. Reconstruction of track 10E with Low Vibration Track (LVT) completed and in service. GL1 outputs revised. Track 13 back in service April 26, 2021. 10W reconstruction clearance issues resulted in platform modifications. New 115-117 crossover and turnout 121 in service. GL1 reprogramming complete. Consolidated Train Dispatch System (CTDS) Supervisory Control and Data Acquisition (SCADA) modifications in progress with one item remaining.</p>

# QUARTERLY MANAGEMENT

Q1 2022

<p>CRMF-Track 3 (52-O)</p>	<p>Track 3 and four Transfer Table Crossings Repair Designer: TBD Design Estimate Cost: TBD</p>	<p>Notice to Proceed issued on August 21, 2018. New track and crossings in place. Table inspection and rail survey completed. Repairs to Transfer Table track and remaining Track 3 reconstruction to be budgeted and designed. Track 3 in poor condition. Design RFP for second phase to be advertised in April 2022.</p>
<p>Red Line Rail Grinding Program (52U)</p>	<p>Design Consultant: Advanced Rail Management Design Cost: \$476,370</p>	<p>Wheel and rail profiles agreed upon and project submitted to Procurement. Debate on format-Services RFP, or IFB for advertisement.</p>
<p>Red Line Curve Replacement (52V)</p>	<p>Construction Contractor: Delta Railroad Construction Cost: \$1,204,059</p>	<p>Rail replacement and track alignment on east bound Red Line between E. 55<sup>th</sup> and E. 79<sup>th</sup>. Project readvertised February 8, 2021. Project awarded at April 20, 2021 Board meeting. NTP issued on May 10, 2021. Work completed September 26, 2021. Project can be closed once repairs are made to signal bungalow struck by Delta vehicle. Project closeout underway.</p>
<p>Warrensville/Van Aken Substation Replacement (60B)</p>	<p>Furnish and Install Modular Warrensville/ Van Aken Substation Contractor: Hatzel &amp; Buehler Construction Cost: \$2,981,699</p>	<p>Project Board Award approved on November 19, 2019. Notice to Proceed issued January 16, 2020. Reclosure equipment on order. Resolution for Illuminating Company utility agreement approved. Prefabricated substation received and installed. House power connected for lighting, heating, and cooling. Awaiting Illuminating Company to install reclosures and switches.</p>
<p>Warrensville/Van Aken Substation Replacement (60B)</p>	<p>Contractor: TIC Construction Cost: \$850,520.03</p>	<p>The Illuminating Company (TIC) agreement to install main feeders approved by the Board on September 28, 2021. TIC has ordered the equipment for delivery in August 2022.</p>
<p>W. 117<sup>th</sup> Substation Rehabilitation (60C)</p>	<p>Contractor: Lake Erie Electric Construction Cost: \$2,095,170</p>	<p>Replacement of transformer/rectifier and switchgear. Existing building to be reused. Board awarded contract on March 23, 2021. Notice to Proceed issued May 14, 2021, and kick-off meeting held. Submittals completed and equipment being manufactured. Delivery expected in July 2022.</p>

E. 120 <sup>th</sup> Substation Replacement (60E)	Construction Contractor: TBD Construction Estimate: \$4,000,000	Replacement of existing substation in its entirety including building with modular unit similar to Puritas (60A). Design in-house supplemented by On-Call for specific tasks such as foundation design. Anticipate advertisement in second quarter 2022.
W. 30 <sup>th</sup> Substation Rehabilitation - Transformer/Rectifier Set (60F)	Contractor: Hatzel & Buehler Construction Cost: \$1,557,327	Replacement of transformer/rectifier and switchgear. Existing building to be reused. Roof replacement completed under Project 18.35. Board awarded contract on November 17, 2020. Notice to Proceed issued January 4, 2021. Existing equipment removal complete. New equipment installation expected second quarter 2022.

**Passenger Facilities**

**Rapid Stations**

Warrensville- Van Aken Station (24W)	Reconstruction of Warrensville- Van Aken Station In-House design Budget: 3,500,000	In-house design for new station includes platforms, track replacement/realignment, power modifications in connection with 60B and new comfort stations/waiting area service building. Project also coordinates with Shaker Public Realm improvements. Ohio TRAC funding will help complete track replacement. Environmental clearances received from FTA. Design at 98%. Final approvals obtained from City of Shaker Heights. Track design complete.
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**Planning**

Baby on Board 19.03	TWE improvements In various locations in the County Contractor: TBD Budget: \$350,000	ODOT awarded funds to improve bus waiting environments in selected zip codes with high levels of infant mortality MOU signed with County Board of Health. Staff has identified locations and scope work. The bus shelters have been ordered from Brasco. An updated MOU with Cuyahoga County is being prepared for Board Action. This revision will include the additional ODOT funding and expansion of the program county-wide. The shelters are anticipated in the summer of 2022.
RTA ConnectWorkS 19.30	Contractor: TBD Budget: \$600,000	Project includes the provision of Micro Transit First/Last Mile services from an RTA location to a work site. RTA is contribution 50% of a flexible service focused on getting workers the first and last mile to their job site. Proposals are due on November 12, 2021. Proposals were reviewed and selected. Staff will present recommended awards to the RTA Board Committee on April 12, 2022, and to the Full Board for approval on April 26, 2022.

<p>Shaker Shelter Replacement Program 18.82</p>	<p>Replacement of shelters Along the Blue and Green Lines Contractor: TBD  Budget: \$1,800,000</p>	<p>CMAQ funded project to replace and enhance light rail stations on Shaker Lines. Section 106 Consultant is under contract. Have initiated public process with completion of a survey, several meetings with stakeholders and advisory meeting. Working through Shelter Design issues with Brasco and the City of Shaker Heights. Extended contract for Section 106 with Mannik Smith Group required for RTA. The Initial Section 106 documents and request for environmental determination have been submitted to FTA for review. It is anticipated that the project should be ready to bid in Summer 2022.</p>
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<p>W. 25<sup>th</sup> Street TOD Plan (18.42)</p>	<p>TOD Planning for W. 25<sup>th</sup> Street Contractor: Stantec Cost: \$414,068</p>	<p>FTA awarded GCRTA \$336,000.00 in competitive planning funds. Grant process is completed, and RFP has issued responses, reviewed, and evaluated. Board awarded the contract on February 18, 2020. Contract signed and NTP issued April 4, 2020. The report on existing conditions is complete. The first Stakeholders meeting was held on July 22, 2020, and the first community meeting was held on July 29, 2020, and the second one on October 14, 2020. The website <a href="http://www.25connects.com">www.25connects.com</a> is active. The Final Presentation for the Board of Trustees was on August 10, 2021. The project was approved on October 15, 2021, by the City of Cleveland Planning Commission. The project is completed.</p>
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**Maintenance Facilities**

<p>Infrastructure Upgrades @ Hayden &amp; CBFM for CNG (61B)</p>	<p>Infrastructure upgrades for CNG fueling at Hayden, CBFM and Triskett Consultant: Wendel Cost: \$553,023</p>	<p>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. CBFM gas detection system approved by City. Certificate of Occupancy obtained from City of Cleveland and East Cleveland. CBFM and Hayden design closed. Triskett portion of work to continue under 61C. Procurement has directed that this project, with an outstanding balance of \$21,400, remain open throughout the Triskett CNG installation.</p>
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<p>Maintenance Area Infrastructure Upgrades at Triskett (61C)</p>	<p>Consultant: Wendel Design Cost: \$127,808</p>	<p>Design for Triskett Maintenance Bay only. Maintenance Bay design complete as 61B-Phase II. Master construction package 61F to consist of 61B - Phase II, 61C, and 61E. Construction package advertised for bids on October 5, 2020. Construction completed. Closeout underway.</p>
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# QUARTERLY MANAGEMENT

Q1 2022

<p>CNG (HVAC) Bus House Infrastructure Upgrades at Triskett (61E)</p>	<p>Consultant: Wendel HVAC Design</p> <p>Cost: \$350,374</p>	<p>Board awarded contract on April 16, 2019. NTP issued on May 30, 2019.</p> <p>Rooftop HVAC unit system is to be replaced over Triskett Garage bus storage area. IFB package completed, and project advertised October 5, 2020. Construction nearing completion.</p>
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<p>Construction of CNG Infrastructure Upgrades at Triskett (61F)</p>	<p>Contractor: The Ruhlin Company</p> <p>Construction</p> <p>Cost: \$7,088,895 including \$686,796 for Waterfront Bridge Shoring Towers</p>	<p>Combination of Wendel Design 61B, 61C and 61E for CNG required HVAC and other improvements to Triskett Bus Garage. Construction package advertised October 5, 2020. Consultant providing Engineering support during construction. NTP issued on February 24, 2021. Equipment ordered. Reinforcement of roof trusses underway. Plumbing, duct work/grills and HVAC demolition also in progress. Rooftop units completed. Gas detection system nearing completion.</p>
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<p>MetroHealth Line BRT (70)</p>	<p>Consultant: TBD</p> <p>Budget: \$1,900,000</p>	<p>Design consultant selection in process. Project will complete NEPA, Section 106 and construction documents for four-mile BRT from Detroit/Superior Bridge to Broadview/State/Pearl intersections. Continuation of W25th TOD plan. Project included in list of projects eligible as FTA Small Starts.</p>
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