Quarterly Management Report First Quarter 2015

May, 2015

Greater Cleveland Regional Transit Authority

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RTA
The Greater Cleveland
Regional Transit Authority

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May, 2015

Dear Board Members,

Spring time brings new life and in this quarter several new committees began to contribute in very positive ways to improve RTA. A Student Advisory Council was created to engage young RTA riders and a Blue Ribbon Committee was developed to increase recruitment of Hispanic and Latino employees and business partners. Public Square construction began in March. Ten bus stops and more than 33 routes were rearranged as a result of the work on the Square. Overall, an aggressive communications plan was very effective and our customers have adjusted quite well!

A bitter winter, especially in February, presented some ridership challenges, but we're expected to rebound. Leading the way was the first full quarter of ridership on the Cleveland State Line showing a very impressive double digit increase of 13.4%.

Advocacy work continues with the release of ODOT's Transit Needs Study. The study recommends an increase in State of Ohio funding for transit and the establishment of a legislative committee to develop a long term solution to move Ohio's transit systems forward to better meet the current and future needs of the State.

RTA received a $2.7 million FTA grant to develop and test a collision-avoidance system for its buses. RTA also received grants totaling $24 million from NOACA to purchase CNG buses, trolleys, Paratransit Vehicles and to support the CNG fueling station upgrade at Hayden garage. The Board approved a resolution in support of the design and construction of the E. 34th Street Rapid Station as well as the design of a reconstructed Red Line Rapid Station at E. 79th Street.

Beginning with an in-depth Financial Analysis, the enclosed report details the activity and operating results of RTA through the first quarter of 2015. The eight TEAM performance measures, which are detailed in this report, continue to be at the core of our operating philosophy. Additional quarterly updates are included for DBE participation, Affirmative Action, and a status update on our Engineering and Construction activities.

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.

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Sincerely,

Joe Calabrese

Joseph A. Calabrese, CEO
General Manager
Secretary-Treasurer

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Financial Analysis

GCRTA has improved processes, reduced costs, established a new strategic plan and managed very well over the past four years. RTA had very strong year-end balances, in excess of $35 million, at the end of 2011, 2012, and 2013. The balanced dropped for 2014 to $27 million but was above the 30-day reserve goal, marking the fifth straight year that the 30-day reserve was exceeded. Expenses increased sharply in 2014 as fringe benefits costs were $2.7 million above projection. The fund balance in 2014 was $26.4 million, $11.3 million less than 2013, but $12.6 million better than budget. RTA took conservative actions in the 2015 Budget to stabilize our fund balance from continuing. This will be the first report on the impact those actions are having.

Sales & Use Tax provides over 70% of the revenue for the Authority. The quantity of these collections is vital to establishing the operating levels of the Authority. Collections from the Sales & Use Tax dropped due to the Great Recession in 2009 but have since recovered. Collections increased in 2011, 2012 and 2013 by roughly 5% each year. For 2014, exceeding the projected increase of 2.5%, total collections equaled $197.1 million, 1.5% above budget and 3.9% above 2013 collections. Based on this, the Sales Tax projection for 2015 was revised to $201.4 million. Receipts during the first quarter were very strong. The current estimate for 2015 is $204.4 million. This would be a $7.3 million increase from 2014 collections. Collections were 8.8% higher than last year through the first quarter.

Passenger Fare collections, the second largest source of operating revenue, has also recovered from the drop caused by the Recession. Ridership increased steadily in 2011, 2012 and 2013. Passenger Fare revenue for 2012 totaled $49.2 million. In 2013, Passenger Fare Revenue was $48.7 million, slightly below the level in 2012 due to an outstanding receivable from the Cleveland Metropolitan School District. A similar outstanding receivable from the (CMSD) occurred again at the end of 2014. Ridership for the first quarter of 2014 and 2015 was affected by cold weather. These difficult winters caused many schools and businesses to close, which reduced travel in general, including transit. Fare Revenue for 2014 was $49.1 million and projects to $48.9 million this year. The payment of the $1.9 million owed from CMSD will bring that figure to $50.8 million.

While the Great Recession reduced revenues, recovery occurred in 2011, 2012, and 2013. By the end of 2012, total resources had increased from $269.9 million to $293.7 million. Consequently, RTA was able to shift some resources from operating funds to capital by reducing reimbursed expenditures. Total Resources ended 2013 at $302.9 million. This was GCRTA's first $300 million total resource year. Total resources for 2014 were $312.4 million. For 2015 the estimate is $312.9 million.

Operating expenses were $238.5 million for 2009. Expenses were reduced by $30 million in 2010 to a new total of $208.3 million, less than 2004 expenses. This same trend continued in 2011 where expenses were $210.3 million, and for 2012 and 2013, operating expenses were $222.9 million and $231.0 million, respectively. For 2014, personnel costs were $2.0 million above budgeted levels due to a 27th pay for ATU Operator and Hourly personnel, retired employees' payments, a health-care contract ending above expected levels, and overtime and fringe benefit claims increasing. Operating expenses jumped to $248.1 million. RTA intends to curb this increase in expense in 2015, with a present estimate of $246.8 million.

The **End of Year Balance** increased from $2.9 million in 2009 to $20.2 million in 2010. That was a sizable recovery from the Great Recession and pointed out the fiscal agility of our organization. For the next 3 years, RTA maintained an ending balance over $30 million. Reimbursed expenditures were reduced and funding was used for capital projects and bus replacement, while maintaining a healthy balance in the operating budget. Sustaining the $30 million balance in 2014 was difficult with the increase of operating costs. As a result, the ending balance totaled $26.9 million as costs and roll-over encumbrances were higher than projected. The budgeted ending balance for 2015 is a $13.1 million. RTA must execute well to achieve at least a $21 million balance to maintain a 30-day reserve. At present it appears RTA may be able to hold the balance it ended with in 2014. The estimate for year-end balance for 2015 is $26.4 million.

Capital expenditures: Due to the delivery of 23 60-Ft articulated buses early in the year, activities within the Rail projects category, and Operating Budget reimbursement draws done during the year, capital expenditures in 2014 grew to $92.89 million, a significantly higher level in comparison to the two previous years of $84.09 million during 2013 and $56.20 million in 2012. As the Authority's financial picture improved, grant funds have been re-prioritized from preventive maintenance draws in support of Operating Budget activities to a number of needed State of Good Repair (SOGR) infrastructure related projects including the completed rehabilitation of the Airport Tunnel and S-Curve on the Red Line, and the recently dedicated Cedar - University Rapid station. Additional SOGR capital projects have been programmed for the current budget year that will have a significant impact on capital expenditures, though some are delayed until FY 2015 due to a long lead-time to revise and/or amend existing Federal grant awards. The Authority continues to make progress on funding projects included within the Authority's Capital Improvement Plan (CIP) and will continue to target both non-traditional as well as formula grant funding sources in the future.

Financial Indicators

One measure of budget compliance is the performance of the six financial policy objectives. These financial policy objectives were amended in August 2011 and the chart on page 8 displays the amended policy objectives for the Authority. This chart compares the 2014 year-end actuals to the budget as it relates to these policy goals. The indicators, which are an important measure of our financial condition, apply to the following areas:

<u>**Operating Efficiency**</u>

An **Operating Ratio** of at least 25% is the policy goal. The budget assumed that operating revenue (fares, advertising, and interest income) would equal 20.2% of the total operating expenses. The actual ratio of 21.3% for the end of the 1st Quarter 2015 is higher than budget, but lower than year end for 2012 and 2013. Passenger Fare is projected at $50.8 million, about $900,000 above the budgeted amount due to a payment from CMSD, and Operating Expenses are estimated to end the year $8.3 million under budget.

The **Cost per Hour of Service** is to be maintained at or below the level of inflation. The cost per hour of service for 2013 and 2014 was $129.1 and $123.6, respectively. The increase in the Cost per Hour of Service for 2013 was attributed to operating expenditures increasing by 3.6%, mainly in the personnel category. In 2014, Cost per Service Hour was budgeted at $123.6 and by year-end, the budgeted level was met. With fewer vacancies and increased costs in fringe benefits, materials & supplies, and purchased transportation, the projected Cost per Hour of Service for 2015 is estimated at $123.9, slightly above the 2014 level.

The Federal Reserve Bank of Cleveland calculates the inflation rate to remain between 1.9-2.1% for the next ten years. The projected Growth per Year for the 1st Quarter 2015 is 0.2%, compared to 2014, therefore this indicator has been met.

Board policy targets a one-month (1.0) **Operating Reserve**, or the unrestricted cash equivalent of one month's operating expenses. For the 2015 Budget, a one-month reserve equals $20.4 million. The ending balance for 2015 is projected at $26.4 million. This yields an operating reserve of 1.3 months. This objective was met in 2010 for the first time in years. For 2011 through 2013, the Operating Reserve met or exceeded 2.0 months and for 2014 the Operating Reserve was over 1.0 month. Our strategy to reduce PM Reimbursement lowered the Operating Reserve. The stretch goal is to maintain a reserve of at least 1.5 months. Although the stretch goal was not achieved in the first quarter, the Financial Policy objective of 1.0 months has been met.

Capital Efficiency

The **Debt Service Coverage** ratio 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 year-end 2011 ratio of 2.82 was well above the 1.50 minimum and much higher than the budgeted level of 1.49 due to a reduction of $15.5 million in Total Operating Expenditures for the year. In addition, the Authority was also able to defer borrowing additional debt in 2011 and pre-paid a State Infrastructure Bank (SIB) loan early that resulted in lower debt payments for the following three years.

Continued improvements in the Authority's financial position sustained this measure in 2012, as it ended the year at 2.89, before it slightly decreased to 2.73 at the end of 2013. Completing 2014 at 2.37, this indicator remained well above both the budgeted amount of 1.69 as well as the Board established minimum of 1.50 though continuing its slow decline due to lower ending fund balances. For 2015, this indicator is expected to complete the year at 2.18, better than the budgeted amount of 1.59 due to projected improvements in Operating Budget revenue for the year that in turn will increase total operating resources available for debt service coverage.

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 10% - 15%. This measure slowly grew between 2005 and 2008, from 12.2% to 14.3%, while continuing to meet the established Board policy goal. In 2009, as a result of the economic recession Sales & Use Tax revenue decreased which in turn caused this indicator to jump to 18.0%. Since then it has fluctuated between a low 17.1% in 2012 to a high of 18.4% at the end of 2014, but has continued to remain well above the goal of 15% to meet the need of the Authority's capital program.

For 2015 this indicator is projected to finish the year at 18.6%, an improvement from the budgeted level of 19.2%, though still well above the maximum policy goal of 15%. The decrease in this measure, relative to budget is primarily due to the $5.7 million projected increase in revenue from the Sales & Use Tax as the area's economy continues to grow. Despite the continued rebound in Sales & Use Tax revenue which has continued for the last several years, this indicator will likely remain well above the Board Policy Goal primarily due to the Authority's aggressive Capital program aimed at achieving a State of Good Repair (SOGR) throughout its capital assets.

At a projected 97.1%, the **Capital Maintenance Outlay to Capital Expansion Outlay** ratio remains outside of the 75%-90% range outlined in the Board Policy goal though close to the FY 2014 budgeted level of 92.5%. As in prior years, this measure continues to show the Authority's focus remains first on the maintenance or 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 on its five-year bus replacement program, equipment upgrades and infrastructure improvements.

In summary, three of the six financial indicators will meet the Board Policy Goals. Two of the other three objectives are better than budget. RTA managed through the most difficult financial years in its history. We have continued to improve processes and reduce costs resulting in ending balances in excess of a one-month reserve. This enabled the Authority to shift its financial resources to address several long-standing SOGR capital projects including the reconstruction of the Airport Tunnel and the S-Curve on the Red Line which were both completed during the second quarter of 2013. The Cedar–University Circle station opened in the third quarter of 2014 and construction continues on the relocated Little Italy – University Circle station and the Lee-Van Aiken station. The new BRT line, The Cleveland State University Line, also opened late in 2014. One hundred thirteen new buses have been ordered with the first 23, 60-Ft articulated buses delivered and in service on the new Cleveland State University Line. Many of the next 60 buses have been delivered and prepped and will go into revenue service soon. The new CNG fueling station at Hayden has been completed and is now in final testing. An additional 30 new CNG buses are ordered and production will begin in July with delivery between August and November. All 90 of these new CNG buses should be fully operative by December. The strong financial position achieved must now be guarded and maintained. RTA must maintain a balance between operating and capital funds to stay successful.

End of Year Funds

RTA's financial picture has been stabilized. Consequently, RTA made a calculated decision three years ago to reduce PM Reimbursement and increase Capital expenditures. Transit is a capital-intensive business and the Authority has addressed some of the capital needs to ensure a state of good repair. This strategy continued through 2014. In spite of these efforts, there are well over $150 million of capital projects that need to be funded. Costs are rising and the 2014 fund balance declined. A reasonable balance of at least 30 days operating reserve must be maintained if RTA is to maintain the balance between operating and capital needs. Maintaining PM Reimbursement at $20 million for the next three years is going to become increasingly difficult. Current estimates indicate RTA may be able to hold a fund balance of $27 million. The outcome for Authority finances for the next three years is particularly critical.

General Fund Balance Analysis

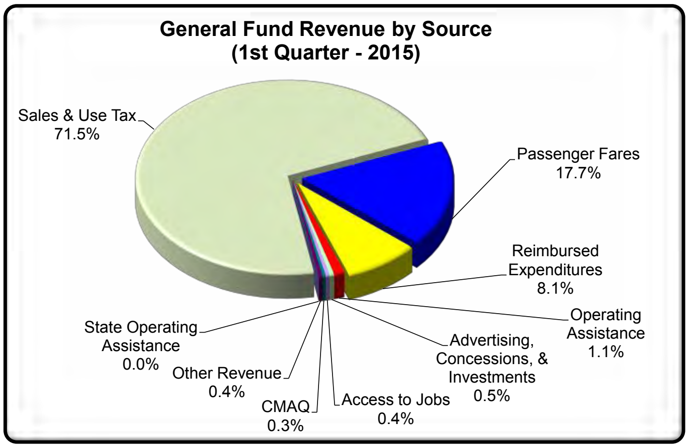
	2012 Actual	2013 Actual	2014 Actual	2015 Budget	2015 Estimate	Variance
Beginning Balance	**36,822,634**	**40,713,945**	**38,239,640**	**28,303,497**	**26,961,972**	**(1,341,525)**
Revenue						
Passenger Fares	49,237,857	48,699,580	49,085,267	49,905,823	50,784,078	878,255
Advertising & Concessions	1,375,671	1,400,191	1,488,870	1,220,000	1,220,000	0
Sales & Use Tax	181,219,251	189,630,645	197,118,776	198,692,286	204,400,823	5,708,537
CMAQ Reimbursement for the Healthline	2,128,337	0	0	0	0	0
CMAQ Reimbursement for 2012 Trolleys	0	950,000	950,000	950,000	950,000	0
Operating Assistance - Paratransit Operations	3,125,000	3,889,000	4,057,815	3,125,000	3,125,000	0
Paratransit Management	0	0	0	300,000	0	(300,000)
Access to Jobs Program	1,712,976	2,927,754	2,470,656	1,098,518	1,098,518	0
Investment Income	201,267	200,188	169,211	225,000	225,000	0
Other Revenue	971,146	1,177,962	1,470,683	1,100,000	1,100,000	0
Reimbursed Expenditures	16,955,634	15,217,046	17,324,469	23,050,000	23,050,000	0
Total Revenue	**256,927,139**	**264,092,366**	**274,135,747**	**279,666,627**	**285,953,419**	**6,286,792**
Total Resources	**293,749,773**	**304,806,311**	**312,375,387**	**307,970,125**	**312,915,391**	**4,945,267**
Operating Expenditures						
Personnel Services	163,776,230	169,098,188	181,305,658	182,772,756	181,436,901	(1,335,855)
Diesel Fuel	10,687,417	13,956,183	14,335,896	13,440,000	11,704,591	(1,735,409)
Natural Gas	0	1,388,300	957,626	1,506,000	1,406,110	(99,890)
Other Expenditures	46,448,294	46,529,565	51,458,576	57,397,126	52,237,782	(5,159,344)
Total Operating Expenditures	220,911,941	230,972,236	248,057,756	255,115,882	246,785,384	(8,330,498)
Transfer to the Insurance Fund	1,000,000	1,400,000	900,000	1,500,000	1,500,000	0
Transfer to the Pension Fund	100,000	100,000	100,000	100,000	100,000	0
Transfers to Capital						
Bond Retirement Fund	19,386,891	18,324,392	20,480,914	22,615,956	22,615,956	0
Capital Improvement Fund	11,636,996	15,770,044	15,874,745	15,532,963	15,470,107	(62,856)
Total Transfers to Capital	31,023,887	34,094,435	36,355,659	38,148,919	38,086,063	(62,856)
Total Expenditures	**253,035,828**	**266,566,671**	**285,413,415**	**294,864,801**	**286,471,447**	**(8,393,354)**
Ending Balance	40,713,945	38,239,640	26,961,972	13,105,324	26,443,945	13,338,621
Brookpark Lightning Strike Reserve	1,100,000	0	0	0	0	0
Rolling Stock Reserve Funds	7,000,000	0	0	0	0	0
Reserved Funds	6,840,000	6,900,000	6,900,000	0	0	0
Available Ending Balance	**25,773,945**	**31,339,640**	**20,061,972**	**13,105,324**	**26,443,945**	**13,338,621**

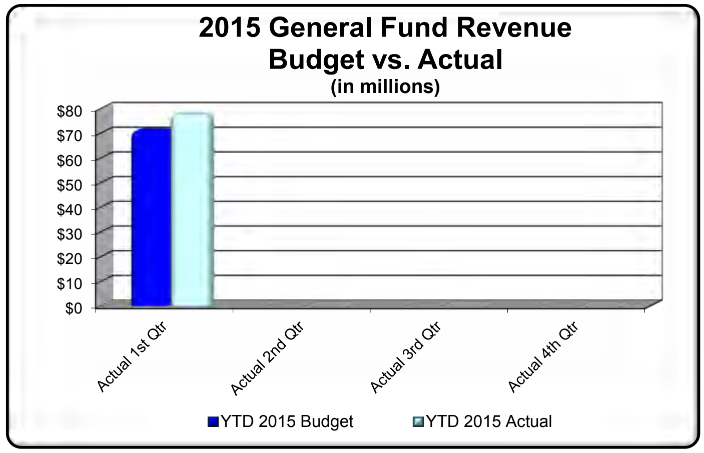
2015 - 1st Qtr

Financial Policy Objectives

		Goal	2012 Actual	2013 Actual	2014 Actual	2015 Budget	2015 1st Qtr
Operating Efficiency	Operating Ratio	> 25%	23.2%	22.0%	20.6%	20.2%	21.3%
	Cost/Hour of Service		$122.2	$129.1	$123.6	$126.0	$123.9
	Growth per Year	< Rate of Inflation	**-8.5%**	5.6%	**-4.2%**	4.4%	**0.2%**
	Operating Reserve (Months)	> 1 month	**2.2**	**2.0**	**1.3**	0.6	**1.3**
Capital Efficiency	Debt Service Coverage	> 1.5	**2.89**	**2.73**	**2.37**	**1.59**	**2.18**
	Sales Tax Contribution to Capital	10% - 15%	17.1%	18.0%	18.4%	19.2%	18.6%
	Capital Maintenance to Expansion	75% - 90%	99.2%	**84.1%**	95.7%	92.5%	97.1%
End of Year Reserved Funds	Fuel Reserve Funds	Fuel Budget less Annual Expenditures	$2.65	$2.71	$2.71	$0.00	$0.00
	Compensated Absences Reserve Funds	< 25% of Accrued Liability	$2.25	$2.25	$2.25	$0.00	$0.00
	Hospitalization Reserve Funds	< 10% of Annual Hospitalization Costs	$1.94	$1.94	$1.94	$0.00	$0.00
	Rolling Stock Replacement Fund	Equal to about 35 buses per year	$7.00	$0.00	$0.00	$0.00	$0.00

Operating Revenues





The pie chart to the right, and the bar graph at the left, visually portray the revenue status. General Fund revenue received for the first quarter of 2015 totaled $77.5 million. This is about $6.6 million, or 9.3%, higher than budget, and $11.5 million, or 17.4%, higher than 2014. This is mainly due receiving an additional $4.4 million in Sales & Use Tax receipts and $8.3 million more in Reimbursed Expenditures than 2014 during the same period.

Sales & Use Tax, the largest source of local revenue, ended first quarter 6.5% above budget. For January, February, and March, the receipts received from Sales & Use Tax increased by 8.6%, 6.6%, and 10.8%, respectively, compared to the same months in 2014. Passenger Fare revenues, the second largest source of revenue, through the first quarter were 9.0% below budgeted levels and 5.9% below the first quarter of 2014. The following is a discussion of major revenue categories.

Passenger Fares

Actual Passenger Fare revenues received for 2014 were $49.1 million. This was $228,787, or -0.5% below budget, and $385,687, or 0.8% above, 2013 collections. This amount is skewed by a payment timing problem. A $1,1 million payment from CMSD for 2013 was not received until January 2014. An additional $1.5 million scheduled to be received in December 2014 was not received. As a result, RTA has audited all payments due and received from CMSD. That audit has shown a total of $1.9 million is due and is now scheduled to be paid in June.

The U-Pass Program is a contract with several area colleges and universities for their students to ride RTA. In 2014, $3.0 million was received from this program. This was $0.9 million, or 44.9%, above the budgeted level and $0.9 million, or 39.6%, above 2013. A new contract with the U-Pass program at Cleveland State University was executed at the beginning of the new school year and higher U-Pass payments are going into effect. The contract with CCC concludes in June. They are very pleased with the program and are discussing a new 5 year contract at this time.

To provide a more informative indicator, RTA also analyzes core passenger fare, which excludes Student Tickets and U-Passes. This leaves the “core passengers”, those that take RTA to and from work, church, and other errands. Through the first quarter of 2015, the differences in monthly core passenger fare, compared to 2014, are listed on page 8 (in millions).

During the first quarter of 2014 and 2015, the weather was a major factor. In January 2014, Northeast Ohio received 62.6 inches of snowfall. This is up from 2013 where 35.9 inches of snowfall was recorded during the same time frame. In January and February 2014 alone, 40 out of 59 days recorded highs under 32 degrees and 50 out of 59 days recorded lows under 32 degrees. Schools and Businesses were closed and parents had to find alternative care for their children.

During the first quarter of 2015, January had 17 days with a high below 32 degrees and 16 days with a low at or below 20 degrees. February held several weather records, including coldest February in history. There were 17 consecutive days in February with a low of 11 degrees or below; only 5 days had a high above 32 degrees. There were also 17 days with lows in the single digits or negative temperatures.

Core Passenger Revenue			
Month	**2014 Fa**	**2015 Fares**	**% Change**
Jan	$ 3.01	$ 3.16	5.0%
Feb	$ 3.12	$ 3.01	-3.5%
Mar	$ 3.05	$ 3.32	8.9%
Qtr End	**$ 9.18**	**$ 9.49**	**3.4%**

In 2015, the budget assumed a 1.2% increase in core passenger fares from 2014 figures. Based on core passenger revenues received, core passenger fares increased by 3.4% in the first quarter, nearly tripling the estimate.

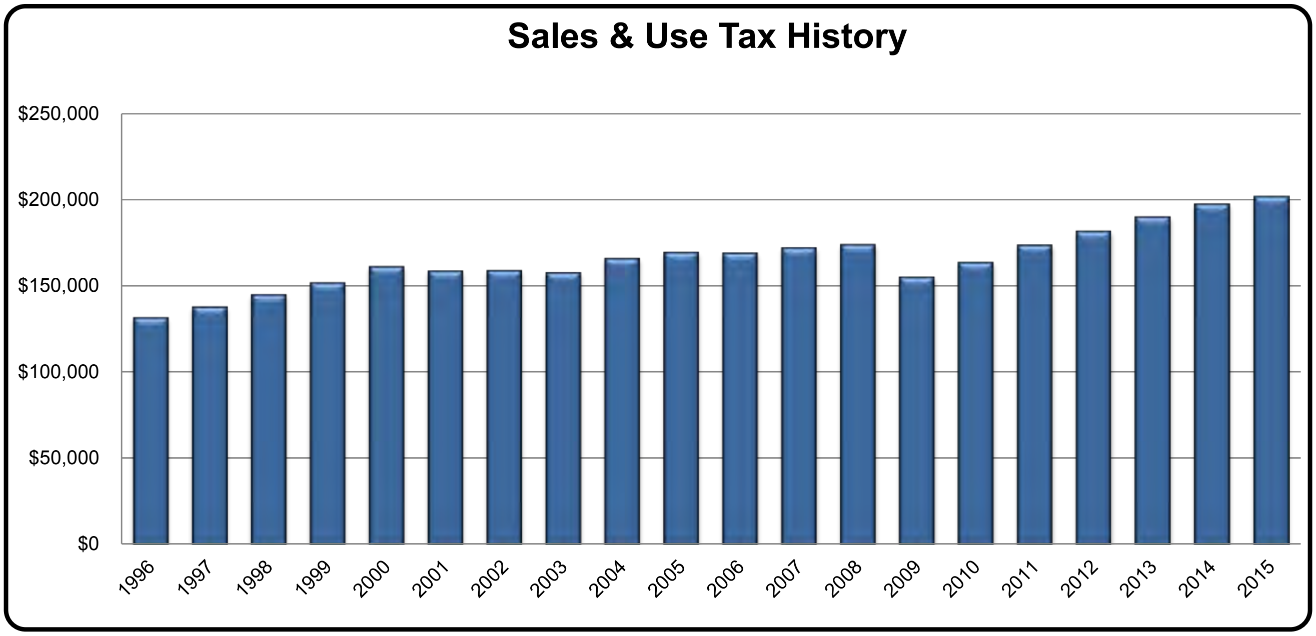
Advertising and Concessions

Revenue received from Advertising and Concessions by the first quarter of 2015 totaled $452,255. This is 19.3% above budget, but only $20,000 less than the same period in 2014. Through the third quarter in 2014, $1.2 million was received in this revenue stream, which was 51.3% higher than budget and 7.2% higher than third quarter 2013. By year-end, projected revenue for this category is expected to total $1.2 million, a conservative estimate.

Sales & Use Tax

Sales & Use Tax was dramatically affected by the Great Recession. Collections dropped from $173.6 million to $154.6 million. But beginning in 2010, they quickly recovered as managed care was added to the tax base, and by the end of 2011 were back at 2008 levels at $173.2 million. Collections rose in 2012 to $181.2 million. Receipts for 2013 were $189.6 million. The graph on page 9 shows total Sales Tax receipts received for the last 20 years. Growth since 2010 has been steady. Economists have predicted lower growth in GDP. RTA has not projected continuing 5% increases in collections.

The budget for 2014 was $194.1 million. Monthly receipts were very inconsistent. January was 0.5% lower than 2013, February was 10.5% higher, March was 1.8% lower and then April was up 6.0%. By July, collections totaled $111.2 million, an increase of 2.3% compared to 2013 levels. The third quarter continued the fluctuating trend. Each of the categories within the Sales & Use Tax vacillated greatly during the first nine months of the year and it was difficult to project collections. The November and December collections jumped dramatically and were 10% above 2013. Total collections were $197.1 million, 3.9% above 2013. This was an $8.0 million increase over the previous year. RTA revised the 2015 estimate based on the higher than expected outcome. The percent increase remained steady at 2.2% but the total was raised from $198.7 million to $201.4 million. The increase through March was 8.8% and totaled $54.1 million. This is $4.4 million higher than last year. The March collection was $20.8 million. This is the first monthly collection ever to exceed the $20 million mark. April declined slightly from the previous year and in total Sales Tax is now 6.8% above 2014. The latest projection is $204.4 million for the year. This would be a $7.3 million increase over 2014 and a 3.7% increase which would be consistent with 2014.



State Operating Assistance

The single source of revenue in this category was Ohio Elderly Fare Assistance. The disbursement of these funds used to occur in December of each year. The last disbursement RTA received was for a partial year in August 2010. In 2010, the State declared that these funds would no longer be sent to the eight largest transit agencies in the State but would allocate these funds to the small rural authorities.

Access to Jobs Grants

The Access to Jobs revenue assists GCRTA provide vanpool and reverse commute services consistent with Welfare to Work initiatives. The funds from this source have been uneven over the past few years. Grant funds received in support of the Access to Jobs program for 2012 and 2013 totaled $1.7 million and $2.9 million, respectively. However, Federal funding for the JARC/Access to Jobs program was eliminated in the new Transportation Bill, MAP-21 and no alternate funding was created. The remaining grant funds enabled this program to continue through first quarter 2015 and the program ended April 1, 2015.

Investment Income

Through first quarter 2015, Investment Income earned totaled $81,421. This was 0.4% higher than budget and 24.5% higher than the first quarter 2014. However, the Authority is only receiving 0.46% interest on its investments. By year-end, Interest Income revenue is projected to come in at the budgeted amount of $225,000.

Other Revenue

This revenue category is difficult to project as it consists of various claim reimbursements, rental income, salvage sales, and identification card proceeds. For 2014, the Authority received $1.5 million in the Other Revenue category. This amount was 0.5% higher than the budget. For 2015, receipts received through the first quarter 2343 $284,434, 4.5% less than budget and 31.7% less than the same period in 2014. The projection for Other Revenue by year end is $1.1 million.

Reimbursed Expenditures

Reimbursed Expenditures category includes reimbursements for preventive maintenance, fuel tax, force account labor, and other state, federal, and local reimbursements. These reimbursements include Paratransit Operating Assistance, and CMAQ Trolley Reimbursements. In 2010, reimbursed expenditures were $39.2 million. With the improvements in our fiscal condition in 2010 and 2011, RTA made the decision to lower reimbursement for preventive maintenance. Reimbursed expenditures for 2012 were lowered again and year-end receipts totaled $17.0 million. This allowed $10 million in formula grant funds to be used for capital projects in lieu of operating revenue. Additional projects were identified and moved forward on the schedule. Included in these projects was the number one project to rehab the Airport Tunnel and the number two project the S-Curve. For 2013 and 2014, the total was held to $15.2 million and $17.3 million, respectively, allowing additional funds to again be available for capital projects.

For 2015, Reimbursed Expenditures was budgeted at $27.4 million. This includes $950,000 for reimbursement for Trolleys through CMAQ funds, $3.1 million for Paratransit reimbursements, and an additional $300,000 for Paratransit Management. The funds for Paratransit Management will not be received in 2015 and this will be the final year for reimbursements for Paratransit Operations as funding has not been identified in the out years. Reimbursements for Fuel Tax and Labor are budgeted at $1.3 million and $1.7 million respectively. The remainder is the reimbursements for Preventive Maintenance, which is budgeted at $20.1 million. Projections for this category are $27.1 million, about 1.1% less than budget. The reduction of grant-funded reimbursements to the General Fund has been a long-term goal to maintain the level under $20.0 million in order to allow funding to be put toward needed capital projects to maintain state of good repair.

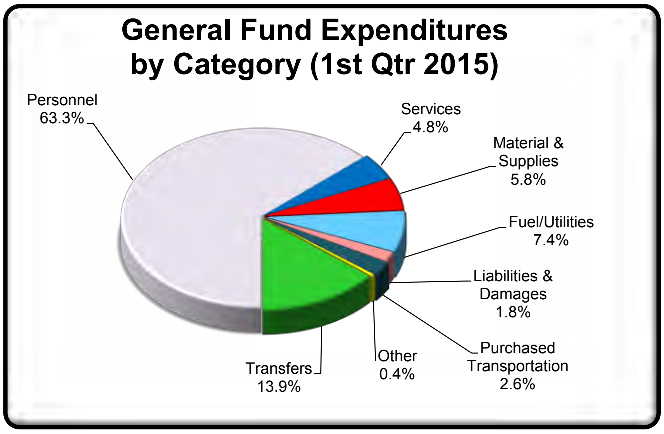
Operating Expenditures

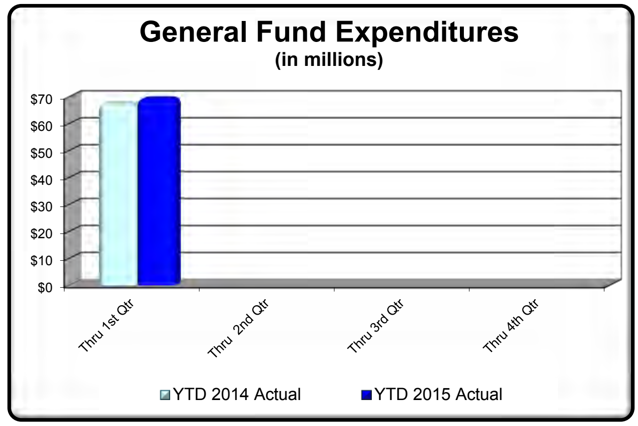
The chart to the left itemizes the major cost categories and compares projected costs with the current budget. The 2015 Operating Budget includes $255.1 million originally adopted for 2015 plus prior year rollover encumbrances of $7.9 million for a total budget of $263.0 million, not including transfers. Please note: this presentation differs from the expenditure number appearing in the fund balance statement on page 5 because it includes prior year encumbrances. Expenditures, net of prior year encumbrances, are further highlighted with the bar graph and the pie chart on page 11.

2015 1st QTR ACTUALS BY CATEGORY
CURRENT BUDGET vs. ACTUAL COMMITMENTS

Category	Current Budget	Projected Expenses	Variance vs. Current Budget	
Personnel Services	182,757,730	181,444,005	1,313,725	0.72%
Services	17,397,091	16,113,595	1,283,496	7.38%
Material & Supplies	19,623,225	18,678,493	944,732	4.81%
Fuel/Utilities	26,032,544	23,127,019	2,905,525	11.16%
Liabilities & Damages	5,718,278	5,154,536	563,742	9.86%
Purchased Transportation	9,355,039	8,817,848	537,191	5.74%
Other	2,137,391	1,355,304	782,087	36.59%
Transfers	39,748,919	39,686,063	62,856	0.16%
	302,770,217	**294,376,863**	**8,393,354**	**2.77%**

Through the first quarter of 2015, Personnel and operating costs for department needs totaled $61.0 million. Personnel services, the largest category, ended 2014 at $2.0 million over the original budget due to a 27th pay in ATU Operator and Hourly payroll, a health-care benefit that ended the year higher than expected, higher than projected overtime and Operator levels, and an increase in retiree payouts. Through the first quarter of 2015, Personnel services totaled $41.7 million, slightly under budget. Personnel Services is projected to end the year $1.3 million, or 0.7% under budget. Total Operating Expenditures are projected to end the year $8.3 million, or 3.3% under budget.





Personnel Services

Personnel Services are budgeted at $182.8 million. This included Operator, Hourly, and Salary labor and Fringe Benefits. The year-end expenditure for this category in 2014 was $181.3 million or 1.1% over budget due to a 27th pay for Operator and Hourly labor and fewer vacancies than budgeted. As operating needs increased in 2014, the number of vacant positions decreased. Through the first quarter of 2015, Personnel Expenditures totaled $41.7 million and are expected to end the year 0.7% under budget, at $181.4 million.

An innovative contract settlement was reached in 2013 with ATU and FOP that has tied wage increases to revenue increases. For 2014, a 3% wage increase for the ATU, FOP, and Non-Bargaining employees was executed in the first quarter. Sales Tax and Fare Revenue for 2013 ended with a 4.6% increase. By contract, ATU personnel received a 3% increase in February for 2014. The ATU contract ended in August 2014 and negotiations continued through March of 2015. Negotiations for FOP were finalized and received a pay raise for 2014. This new contract continues to tie wage increases to revenue increases. Non-bargaining and FOP personnel received a 3% merit-based increase in March. Since ATU has not finalized an agreement, wage increases were not received.

A new ITS (Intelligent Transportation Systems) Department was created in the 2014 budget, based upon an assessment from TranSystems, providing recommendations for improvement and optimization of technology systems. This plan realigned the IT (Information Technology) Department. This change created six new positions, including adding an ITS CIO/Executive Director, eliminating the IT Director, and moving four positions from other departments into ITS. It was decided in January to hold off on the implementation until the CIO/Executive Director was hired, which was in mid-2014. The implementation process for the department began around September and the CIO/Executive Director decided to keep the "Information Technology" title and realign the Department and staffing for better execution. By year-end, the four positions were transferred.

Services

Through the first quarter of 2015, the expenditures in the Services category totaled $3.2 million. This category includes contractual services, the largest part of this category, advertising fees, vendor-in-house Services (NAPA Contract), shelter cleaning, and other maintenance and administrative help costs. By year end, this category is projected at $13.6 million, or $1.3 million under budget.

Material and Supplies

The Material and Supplies category ended the first quarter at $5.8 million. This category includes inventory, postage and duplicating expenses, and the parts for the NAPA contract. Additional funding was added to Inventory in 2014 and has fluctuated over the years. Inventory funds were increased by $750,000 during the fourth quarter of 2014. Inventory is projected to end the year slightly under budget and costs are closely being monitored throughout the remainder of this year. The Material & Supplies category is projected to end the year at $16.8 million, or 5.3% under budget.

Fuel/Utilities

Two major initiatives were implemented in 2010 that have held down costs. The Energy Price Risk Management Program has helped to transform net diesel fuel costs. For 2010 diesel fuel net costs were about $8 million, $9.4 million less than 2009. Net fuel costs for 2011 were $9.9 million. The cost of fuel continued to rise. In 2012, RTA ended just $250,000 under budget at $12.6 million. For 2013 net fuel costs were $14.028 million, about $192,000 over budget. The system was working exactly as it was designed and protecting the Authority against any dramatic rise in fuel prices. The savings over those years was about $16 million. The budgeted fuel cost for 2014 was $14.182 million. At the end of Q2, RTA was about $434,000 over budget. GCRTA was completely hedged through Q3 of 2014 and only 30% hedged for 2015. RTA needed to add future contracts for Q4 2014, 2015, and 2016 as soon as an opportunity presented itself. On August 4, prices dropped by 25 cents/gal, and the Authority began to buy fuel hedges. Crude oil prices dropped from $100/bbl to $80/bbl and diesel hedges dropped from $3.05/gal to $2.85/gal and continued to drop to $2.50/gal. Crude oil prices dropped all the way to $65/bbl. RTA purchased 5.4 million gallons of diesel hedges in 129 contracts. All of 2014 and 2015 were hedged and 2016 was fully hedged through August. On November 27th, OPEC decided to hold production and maintain market share. The market reacted and prices dropped sharply. Crude oil dropped to less than $50/bbl. RTA bought 24 additional contracts for $1.0 million of fuel. 2016 is now fully hedged. RTA now has 34 contracts for 2017 and would like to buy about 6 more contracts. Prices are moving up again. We are currently under budget for 2015 by about $511,000. The budget for fuel is $13.440 million and our latest projection for 2015 is $11.925 million.

RTA also studied electricity costs and initiated a request for proposal that resulted in a reduction in rate of about 1.6 cents/KWH for 2010 and the first half of 2011. All accounts were reconciled and meters were read and reset regularly, which has continued to current day. In the second quarter of 2011 an RFP was executed for electricity for the next three years, which achieved slightly more favorable rates. Costs were lowered in 2010 and 2011 and then maintained at the 2011 level in 2012. Over the past five years electricity costs have decreased by about $13.6 million. Electrical expenses were budgeted at $5.197 million in 2013 and actual costs were $4.927 million. RTA bid another electricity contract at the end of 2013. Six bids were received and the provider was selected with just a slight increase from the last three years but not nearly as high as was expected considering the scheduled closure of 4 Ohio coal fired power plants. Natural gas prices have been locked in through mid-2017. For 2014, Electricity, Propulsion Power, and Natural Gas all ended the year under budget. For 2015, the Fuel and Utilities category is projected to end the year at $21.2 million, or 12.0% under budget.

Liabilities & Damages

This category includes workers' compensation claims and payments, liability and property claims and damages, and insurance costs under $1 million. The safety initiatives implemented over the past several years have helped the Authority become a safer system and decreased claims for injuries and damages. For 2014, the Liability & Damages category ended the year 4.7% under budget. Through the first quarter 2015, the expenses for this category totaled $1.6 million and are projected to end the year at $5.1 million, $0.6 million, or 9.9% under budget.

Purchased Transportation

The three major components in this category are the ADA Purchased Transportation program, Access to Jobs vanpool program, and Operating Assistance for Brunswick and Medina. This category ended the year 1.7% over budget due to an increase in ADA Purchased Transportation needs.

A pilot program was implemented in mid-year 2011 for ADA purchased transportation to alleviate the increased demand for the service. In 2011, ridership for the ADA purchased service grew by 5.7%, with an increase of 9,817 passengers compared to 2010. Because the program was so successful, in 2012, a new contract was signed to accommodate the increased passengers. This contract continued into 2013 and 2014. Costs ended the year near budget for this contract. Two additional contracts for purchased transportation were extended through October and the new contracts began in November. For 2015, ADA purchased transportation is budgeted at $7.6 million. By year end, it is projected to be $0.4 million, or 5.2%, under budget.

A one-time payment for Medina Pass-Through was made in 2014 totaling $370,000. Although this payment was not budgeted, savings from the other categories covered these expenses. Pass-Through payments for Medina and Brunswick are budgeted at $0.4 million and $0.5 million respectively.

The Work Access program, or Access to Jobs program, enables the RTA to provide vanpool and reverse commute services with Welfare to Work initiatives. The funding for this program was eliminated with the MAP-21 Transportation Bill and no alternative funds were created. The expenses in the category were the remainder of the funding from 2014, which allowed GCRTA to provide services through March 2015. This program ended April 1, 2015.

Other

The Other Expense category includes tuition reimbursement, property tax, leases and rentals, and other miscellaneous expenses such as travel and training costs. This category is difficult to project. The Other Expenses ended 2014 15.3% under budget with savings in all areas. For 2015, total expenses in the 1st Quarter of 2015 were just under $0.5 million. This category is projected to end the year $0.8 million, or 39.8%, under budget.

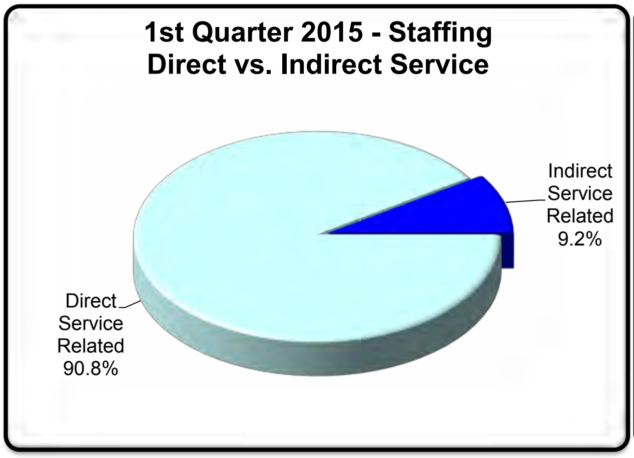
Transfers to Other Funds

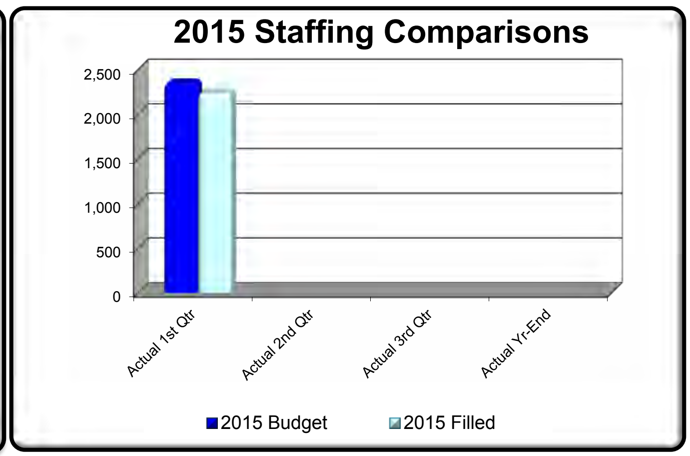
Transfers from the General Fund to the other Funds of the Authority including the RTA Bond Retirement Fund, Insurance Fund and Pension Fund ended 2014 $1.7 million, or 4.4%, under original budget appropriations and the transfer to the Insurance Fund ended 2014 under budget by $1.2 million as implemented safety initiatives have helped to lower the costs of claims. The Bond retirement payment was lowered in 2012 and 2013 due to the $3.8 million premium RTA received on the 2012 Bond Sale. In 2014, there was a refinancing issue of $29.7 million, which helped to decrease costs by $0.2 million. The transfer to Capital Improvement was also lowered by $246,760 by year-end. For 2015, the transfers to other funds are projected to end the year near budgeted levels, at $39.7 million.

Staffing

The charts below summarize staffing as of the end of the 1st Quarter. The bar chart shows the comparisons between budgeted and actual filled positions. The pie chart demonstrates the relationship between indirect and direct service related positions. The 2015 approved Operating Budget funded a combined 2,344.5 full- and part-time Full-Time Equivalent (FTE) positions. At the end of the 1st Quarter, a total of 2,235 positions were filled, consisting of 2,102 full-time and 133 part-time positions.

Please note that since an operational FTE count for full- & part-time positions is not available, filled positions represent a head-count of all Authority employees rather than a representation of actual hours paid converted to an FTE measure as reflected in the budgeted numbers.





Bond/Insurance/Supplemental Pension/Law Enforcement Funds

As a result of the Authority refinancing debt, the Authority's debt-service ratio and Sales Tax contribution to capital improved versus their budgets and debt service payments were reduced by $767,383 below the budgeted amount for 2014. As a result of lower than expected claims and payments from the Insurance Fund, the transfer from the General Fund to the Insurance Fund completed the 2014 $1.2 million below budget as these resources were not needed to maintain the fund balance. For 2015, there has been no activity in the Bond Retirement, Insurance, Law Enforcement or Pension Funds other than budgeted increases, scheduled set asides, activities on prior year encumbrances, and budgeted expenditures.

Capital Commitments and Expenditures

Commitments by Capital Category

Due to the multi-year nature of many capital projects, the budget for the Authority's capital program is multi-year or Inception-to-Date (ITD) based. The current combined capital budget appropriation within the Authority's 2015 capital program of $335.52 million includes the approved Fiscal Year (FY) 2015 Capital Budget of $72.14 million and $263.38 million of carryover capital budget appropriations from prior years.

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

At the end of the first quarter, combined capital project commitments total $260.11 million including $163.44 million of ITD expenditures and $96.67 million of current encumbrances resulting in a positive variance of $75.41 million, or 22.5%, relative to the combined capital budgets. With the exception of $12.06 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 and in preparation for the planned FY 2015 construction schedule and equipment/vehicle acquisitions that will continue to focus on the 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 2015 will result in estimated total commitments of $304.85 million and a positive year-end variance of $30.67 million, or 9.1% versus the combined budgets of the RTA Capital and RTA Development Funds. The projected positive variance within the Authority's capital programs is due to the expected closeout of remaining budget appropriation in projects that were completed under budget, to the timing of anticipated grant awards delaying some budgeted capital activities until next year, to multi-year budgeted projects compared with the annual draws for project activities during the year, and to unanticipated cost increases in several construction projects that will now likely be delayed until next year due to a lack of funds.

PROJECTED YEAR-END CAPITAL COMMITMENTS BY CATEGORY

Category	Current Budget	Current Commitments	Projected Year-End	Proj. Variance vs. Current Budget	
Bus Garages	$11,776,773	$9,456,759	$12,040,056	-$263,282	**-2.2%**
Bus Improvement Program	$55,771,770	$43,178,294	$55,437,185	$334,585	**0.6%**
Equipment and Vehicles	$40,328,197	$36,381,602	$38,867,059	$1,461,138	**3.6%**
Facilities Improvements	$19,756,982	$14,575,182	$16,353,840	$3,403,142	**17.2%**
Other Projects	$11,606,247	$5,249,890	$5,616,785	$5,989,462	**51.6%**
Preventive Maint./Operating Reimb.	$53,718,903	$40,592,694	$51,146,881	$2,572,021	**4.8%**
Rail Projects	$118,029,588	$87,566,684	$101,369,591	$16,659,996	**14.1%**
Transit Centers	$24,532,696	$23,108,047	$24,020,429	$512,267	**2.1%**
Grand Total	**$335,521,156**	**$260,109,152**	**$304,851,826**	**$30,669,330**	**9.1%**

Current Year Expenditures by Capital Category

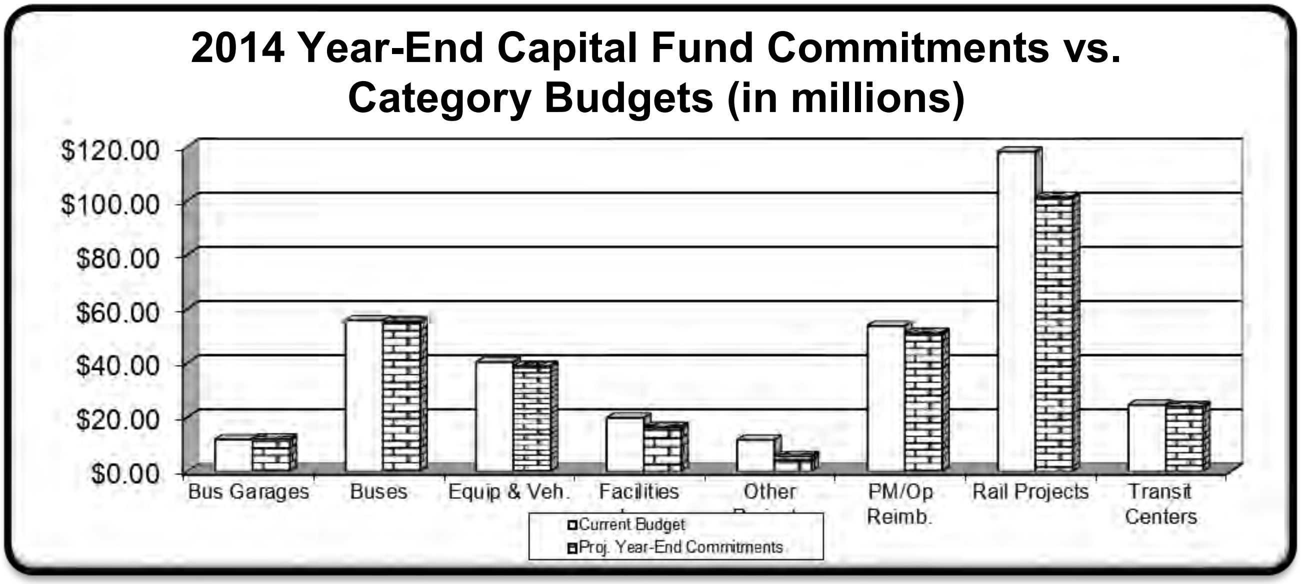
The chart below lists year-to-date (YTD) category expenditures and their related percentage of total capital expenditures for the current year through the end of the first quarter and compares them with the two previous years at the same point in time. So far, capital expenditures have increased relative to the two prior years, but this is due to the timing of Preventive Maintenance and other Operating Expense Reimbursement draws processed during the first quarter that generated $12.06 million, or 61.3 percent of all capital expenditures.

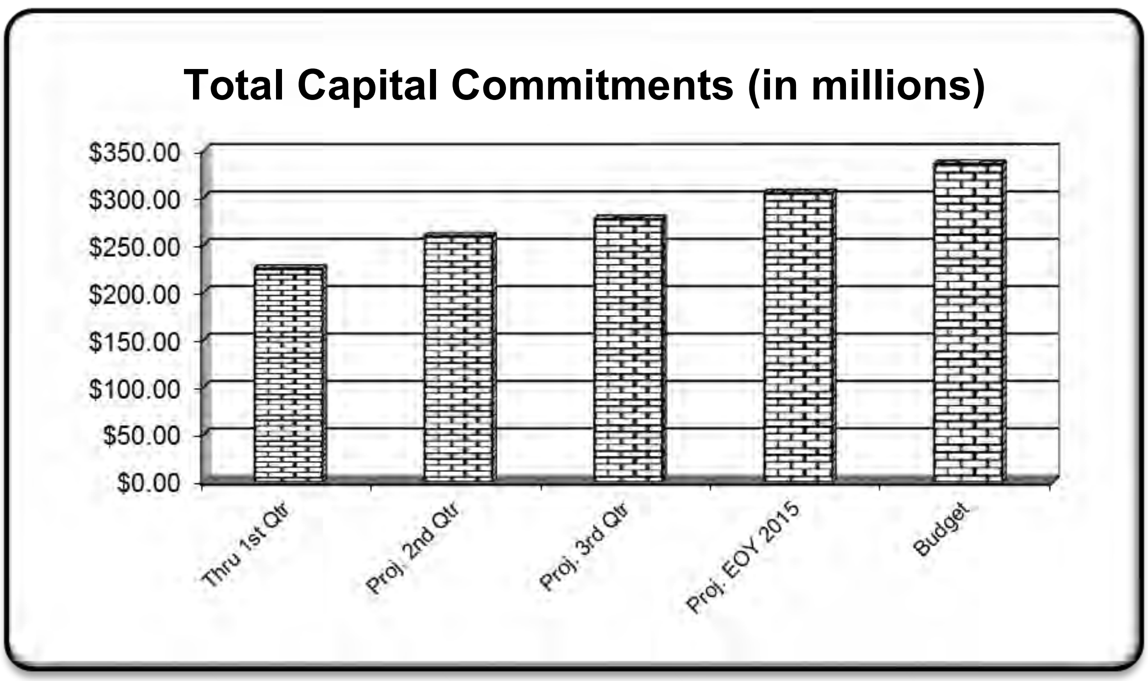
Most of the remaining capital expenditures in the first quarter were within the Rail Projects and Bus Improvement Program categories that generated a combined $4.50 million, or 22.9% of capital expenditures with the balance of expenditures in much smaller amounts in the remaining categories. During the remainder of the year programmed capital activities including reconstruction of the Brookpark Red Line Station, completion of the new Little Italy-University Red Line and Lee/Van Aken Blue Line Stations, various track rehabilitation projects including three Light Rail Crossings and completion of the Shaker Square track reconstruction, as well as the delivery of 90 40-Ft CNG buses and related projects for the CNG fueling station and to address CNG building compliance issues will significantly increase expenditures in the Rail Projects, Bus Improvement Program and Bus Garages categories.

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

CAPITAL EXPENDITURES BY CATEGORY THROUGH FIRST QUARTER

Category	2015	%	2014	%	2013	%
Bus Garages	$37,418	**0.2%**	$289,484	**2.4%**	$812,718	**4.9%**
Bus Improvement Program	$1,986,589	**10.1%**	$42,678	**0.3%**	-$43,637	**-0.3%**
Bus Rapid Transit	*$0*	***0.0%***	*$0*	***0.0%***	*-$453*	***0.0%***
Equipment and Vehicles	$484,809	**2.5%**	$1,934,170	**15.9%**	$2,905,673	**17.6%**
Facilities Improvements	$769,900	**3.9%**	$625,512	**5.1%**	$379,694	**2.3%**
Other Projects	$1,429,332	**7.3%**	$1,354,853	**11.1%**	$1,658,233	**10.1%**
Preventive Maint/Op. Reimb.	$12,062,029	**61.3%**	$3,849,200	**31.5%**	$4,129,940	**25.1%**
Rail Projects	$2,512,919	**12.8%**	$3,663,110	**30.0%**	$6,519,313	**39.6%**
Transit Centers	$385,753	**2.0%**	$441,485	**3.6%**	$120,408	**0.7%**
Grand Total	**$19,668,748**	**100.0%**	**$12,200,492**	**100.0%**	**$16,481,889**	**100.0%**


2014 Year-End Capital Fund Commitments vs. Category Budgets (in millions)
$120.00
$100.00
$80.00
$60.00
$40.00
$20.00
$0.00
Bus Garages
Buses
Equip & Veh.
Facilities
Other
PM/Op Reimb.
Rail Projects
Transit Centers
Current Budget
Proj. Year-End Commitments


Total Capital Commitments (in millions)
$350.00
$300.00
$250.00
$200.00
$150.00
$100.00
$50.00
$0.00
Thru 1st Qtr
Proj. 2nd Qtr
Proj. 3rd Qtr
Proj. EOY 2015
Budget

The following is a brief explanation of each capital category included in the capital commitments and capital expenditure tables on previous pages.

Bus Garages

Other than two projects to rehabilitate a parking lot at the Hayden Garages and to construct a parking lot for articulated buses at the Triskett Garage, the focus of programmed capital projects within this category are to prepare the Hayden Garage and Central Bus Maintenance Facility for the introduction of CNG fueled buses and the Paratransit Garage for propane fueled vehicles.

At the end of the first quarter, $9.46 million of the current $11.78 million category budget was committed leaving a positive variance of $2.32 million or 19.7%. Total category commitments include $4.57 million of ITD expenditures and $4.88 million of current encumbrances. During the first quarter, $37,418 in expenditures were generated in all projects within this category reflecting the incremental progress being made towards completion of programmed work.

Projected commitments of $2.58 million for the remainder of the year include $1.80 million for completion of preparations to address CNG building compliance issues at the Hayden Garage and Central Bus Maintenance Facility (CBMF) for the operation of CNG fueled vehicles at those locations, $420,000 for the construction of an outdoor bus storage lot at the Triskett Garage, and an estimated $300,000 for an unbudgeted back-up power generator at the Paratransit Garage that is now required by the City of Cleveland Fire Marshall for the operation of the propane fueled buses purchased more than two years ago.

The negative projected variance of $263,000 or -2.2% at the end of the year in this category is due to the inclusion of the estimated cost of a back-up power generator at the Paratransit Garage. This had not been included in the capital program, but its installation was recently raised by the City as a necessity for the operation of propane fueled vehicles at that location. All other projects within this category are expected to be completed by the end of the year near their programmed budgets.

Bus Improvement Program

With the inclusion of the third year of a funded five-year bus and paratransit bus replacement program the Authority now has four separate bus orders underway. The first, for 60 40-Ft CNG buses now being delivered weekly, the second, for 30 40-Ft CNG buses that will be delivered later this year, the third for eight trolley buses that will be presented to the Board in April for approval, and an upcoming order of 14 40-Ft CNG buses that is expected to be under contract by the third quarter of the year.

Through the end of March, category commitments total a combined $43.18 million out of a total budget appropriation of $55.77 million leaving a positive variance of $12.59 million, or 22.6% percent. Category expenditures of $1.99 million during the first quarter of the year included $1.85 million for the initial delivery of 60 40-Ft CNG buses included in the first contract for replacement buses, $75,075 to completed the contract for bus spare parts and mechanic tools for the 23 articulated buses delivered in 2014, and $58,333 for various bus spares parts to help maintain the Authority's existing bus fleets in a State of Good Repair. The delivery of the remaining 60 buses included in the first order as well as the upcoming delivery of 30 additional replacement 40-Ft CNG buses in the second half of the year will significantly increase expenditures in this category by the end of the year.

Projected commitments of $12.26 million through the remainder of the year includes the order of 14 additional replacement 40-Ft CNG buses at an estimate cost of $6.91 million, $4.18 million for eight replacement trolley buses, a combined $975,000 of bus and BRT spare parts, and $195,000 of travel costs for the various bus orders. The small positive projected variance of $304,820, or 0.50%, is due to the timing of commitments within the two budgeted bus spare parts projects.

Equipment & Vehicles

At the end of the first quarter, total commitments of $43.18 million within this category included $29.53 million of ITD expenditures and $6.85 million of current encumbrances resulting in a positive variance of $3.95 million, or 9.8%. A majority of the current encumbrances, $5.06 million or nearly 74%, remain within the on-going Fare Collection Equipment project. Intermittent progress has continued towards completion of outstanding items left on the contract, but completion of this project remains an open-ended issue. Remaining encumbrances within this category are concentrated within SOGR equipment & vehicle upgrade projects throughout the Authority.

Combined category expenditures of $483,569 through the end of March were led by a combined $316,170 towards the Authority's non-revenue vehicle improvement program with remaining capital expenditures scattered throughout other projects in this category. Additional commitments of $2.49 million are projected during the remainder of the year. This amount includes a combined $1.66 million for various information technology projects including software and hardware updates, $464,000 for programmed replacements of non-revenue vehicles, and $161,000 for equipment replacements and upgrades throughout the Authority with the balance of projected commitments scattered throughout projects within this category.

The projected year-end positive variance of $1.46 million, or 3.6%, results from projected savings in on-going projects nearing completion, to significant continued delays in project time lines for a number of budgeted IT projects, and to the expected closeout of prior year's budget authority remaining within completed projects.

Facilities Improvements

At the end of the first quarter, combined commitments of $14.58 million in this category included $4.22 million of ITD expenditures and $10.35 million of current encumbrances resulting in a positive variance of $5.18 million, or 26.2%, versus the current category budget of $19.76 million. During the first quarter, $769,900 was expended on various projects throughout the Authority with a majority, $447,640, or 58.1%, on locally funded Asset Maintenance projects within the RTA Capital Fund.

Projected commitments of $1.78 million during the remainder of FY 2015 continue to focus on various SOGR projects throughout the Authority's facilities and bridges. Projected commitments during the remainder of the year include $971,000 for additional Asset Maintenance projects throughout the Authority, a combined $400,000 to evaluate the conditions of two bridges - the Central Viaduct Bridge and a track bridge running over Lorain Avenue, $330,000 to rehabilitate the East 116th Street Track Bridge, and $300,000 for demolition of the west bound access road bridge at the Central Rail Maintenance Facility. These projected commitments are offset by the lower than expected cost to rehabilitate the track bridges over East 81st and East 83rd Streets that will lower current commitments by $1.07 million when the contract is awarded after Board approval in April. Remaining projected commitments are in much smaller amounts and scattered throughout other on-going capital projects within this category.

The projected positive year-end variance of $3.40 million, or 17.2%, for this category is primarily attributable to lower than budgeted costs for the East 81st and East 83rd Street Track Bridges rehabilitation, to the planned closeout of prior year's budget authority remaining within completed projects, and to a delay in awarding of a contract for the East Boulevard Track Bridge rehabilitation due to an increase in projected construction costs which will likely delay this project until next year.

Other Projects

The Other Projects category includes capital projects for pass-thru 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 $5.25 million out of the category budget of $11.61 million resulting in a positive variance of $6.36 million or 54.8%.

During the first quarter of the year, a combined $1.43 million of expenditures were generated by projects within this category with most, $1.21 million, or 84.6%, for the last Fare Collection Equipment lease payment as pre-payment of the Fare Collection Equipment lease was included in the recent bond issue to take advantage of low interest rates. Remaining expenditures to date were generated in smaller amounts throughout other projects within this category including $71,049 of dues payments and legal services, $63,125 for the TSA Canine Unit, and $14,152 from the pass-thru grant award for the Senior Transportation Connection

Projected commitments of $366,895 during the remainder of the year include $189,375 for the Canine Unit, $162,520 from the pass-thru award for the Senior Transportation Connection, and an additional $15,000 for Transit Oriented Development activities. The positive year-end variance of $6.15 million, or 53.0%, versus the current category budget results from several factors including the closeout of remaining unfunded budget appropriation left from completed projects throughout the RTA Development Fund, to multi-year budgeted projects compared with the annual draws for project activities during the year, and to the timing of commitments in the project to track the pass-thru 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, new Trolley services enacted less than three years ago, and the JARC/Work Access program.

It is important to note, both for the current and future budget years that several of the non-formula reimbursement awards have or will be expiring sometime during the current budget year. These include a separate grant award for the JARC/Work Access program which was eliminated by Congress in the MAP-21 legislation and the CMAQ award for reimbursement of Trolley expenses which will end this September at the close of the three year eligibility period for those services. In addition, 2015 is the last committed year of grant funding for the annual ADA reimbursement award which will reimburse the General Fund $3.125 million in 2015 for ADA service delivery.

First quarter activities resulted in total commitments of $40.59 million, all ITD expenditures, against a category budget of $53.72 million creating an end of first quarter positive variance of $13.13 million, or 24.4% percent. During the recent quarter, a combined $12.06 million of expenditures were generated by projects within this category to reimburse costs incurred within the Operating Budget. This includes $11.60 million for preventive maintenance activities, $360,840 in support of the soon to expire JARC/Work Access program, and $41,757 to support the Authority's ADA services including the Travel Trainer program.

Projected commitments of $10.55 million during the remainder of the year include additional draws of $5.90 million for reimbursement of preventive maintenance activities, $3.39 million to partially reimburse the Operating Budget for the cost of providing ADA and Travel Trainer services, $559,729 to support JARC/Access to Jobs services which will exhaust all available grant funds for that program, and $718,000 of CMAQ funded reimbursements for the new Trolley lines. The projected positive variance of $2.57 million, or 4.8%, is due to the multi-year budgeted project for the New Freedom & Travel Trainer program and the balance of the CMAQ award to refund the Authority for new Trolley Services that cannot be drawn before the September dead line.

Rail Projects

At the end of March, $87.57 million of the $118.03 million budget for the Rail Projects category was committed creating a positive variance of $30.46 million or 25.8%. Total commitments within this category consisted of $55.40 million of ITD expenditures along with $32.17 million of current encumbrances.

During the first quarter of the year, $2.51 million was expended on various Rail system projects including $886,300 for construction activities on the Little Italy- University Red Line Station scheduled to open later this year, $687,000 on the reconstruction of the Lee/Van Aken Blue Line Station also scheduled for completion this year, and $312,000 in the Rail Infrastructure Program project that addresses various SOGR issues throughout the Rail System. The remainder of the expenditures during the quarter occurred in smaller amounts in other budgeted projects within this category.

The focus of nearly all of the capital projects within this category is on achieving a SOGR throughout the Rail System. Projected commitments of $13.80 million during the remainder of the year include $2.50 million to begin the first phase of reconstruction work on Track 7 and the Track 7 passenger platform at Tower City to prepare for the complete reconstruction of Track 8 in 2016, $2.02 million towards the new Little Italy – University Circle Red Line Station including $912,000 of pedestrian access improvements, $1.61 million to begin Engineering & Design services for construction of an ADA accessible station at East 34th Street, $1.5 million for track rehabilitation work on the Red Line between the S-Curve and the West 117th Street Station, $1.09 million for rehabilitation work on the retaining walls along the Light Rail Line cut near the Buckeye/Woodhill Station, and $805,000 for the manufacture and replacement of microprocessor on the Tokyu/Heavy Rail Cars.

The projected positive variance of $16.66 million, or 14.1%, versus the current category budget at the end of the first quarter is primarily due to cost savings in capital projects currently underway, the closeout of budget authority remaining in completed projects, to delays in anticipated grant awards that will likely push programmed budgeted commitments into 2016, and to the multi-year budgeted projects compared with the annual draws for project activities during the year.

Transit Centers

Including ITD expenditures of $21.18 million and $1.93 million of current encumbrances, project commitments total $23.11 million out of the approved current budget of $24.53 million resulting in a positive variance of $1.42 million, or 5.8% at the end of the first quarter.

In the first three months of the year, $385,753 was expended on capital projects within this category with most, $376,803, or 97.7%, towards completion of outstanding items on the Clifton Blvd. Enhancement project which opened towards the end of last year. Remaining expenditures within this category of $8,950 were incurred for a small transit waiting environment project.

Significant projected commitments during the rest of the year include an additional $371,570 for remaining construction work and reimbursed labor costs for the Clifton Blvd. Enhancement project, $258,000 for a pass-thru grant award to the Cleveland Museum of Art (CMA) based on the assumption that a long outstanding reconciliation of the CMA project is completed this year, and $276,000 towards enhancements (primarily for landscaping and bus shelters) throughout the Authority.

The projected positive variance of $512,267, or 2.1%, at the end of the year is primarily due to projected savings on projects within this category scheduled for completion this year, to a delay in execution of an FTA award that will fund programmed ADA improvements and to the multi-year budgeted capital project for passenger enhancements compared with the projected project time lines.

PERFORMANCE MEASURE	2015 Target	First Quarter
Passengers per vehicle/train hour:		
Bus	30	27
Rail	75	71
Access to Jobs Vanpool	0.9	0.9
Total	34	30
Revenue Vehicle Cost Per Mile: (Maintenance & Fuel)	$2.35	$2.29
% of Scheduled Maintenance Completed: (Revenue Vehicles)		
Bus	100%	84%
Rail	100%	100%
Paratransit	100%	100%

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Critical Success Factors

- **Passenger Fare Revenue**
- **Preventable Accidents**
- **Total Collision Rate**
- **Injury Rate**
- **Number of Miles between Service Interruption**
- **On-Time Performance**
- **Ridership**
- **Ride Happy or Ride Free**
- **Attendance**

Passenger Fare Revenue

The Passenger Fare Revenue performance measure is discussed in detail in the Financial Analysis Section of the report.

Preventable Accidents

The GCRTA Preventable Collision Rate (PCR) TEAM goal for 2015 is 1.10. The first quarter 2015 YTD 1st Quarter PCR is 1.79, which is 62.7% higher than the TEAM goal and is 7.3% lower than the 1.93 PCR for the same period in 2014. Total first quarter preventable collisions decreased 2.7%.

Total Collision Rate

The GCRTA Total Collision Rate (TCR) for the 2015 YTD 1st Quarter is 5.58, which is 15.3% higher than the 4.84 TCR for the same period in 2014. Total collisions increased 20.1% to 336 from 278. Mileage increased 4.7%.

Injury Rate

The GCRTA 2015 TEAM Injury Rate Goal is 11.1. The 2015 YTD 1st Quarter Injury Rate of 10.98 is 0.01% below the TEAM Goal and 14.3% below the 12.81 Injury Rate for the same period in 2014.

No. of Miles between Service Interruption

The Number of Miles between Service Interruption (Reliability) is defined as mechanical failure that results in the inability for the bus/train to operate in revenue service. For the first quarter of 2015, the YTD figure for Number of Miles between Service Interruption was 6,842 miles, as compared to 6,094 miles for 2014, which represents a 12.27% improvement in this indicator.

On-Time Performance

On-Time Performance is defined as a bus or train arriving anywhere from 0-5 minutes after its scheduled time. Composite On-Time Performance for the first quarter of 2015 for bus, light rail, and heavy rail was approximately 70%, as compared to 79.4% for 2014, representing a 11.84% decline in this TEAM measure.

Ridership

Total system ridership has decreased by 1.2%, or approximately 140,000 rides compared to 2014. Bus ridership was less than last year's performance by 1.6%. HealthLine ridership remains relatively flat with a .5% increase, as nearly 1.1 million rides were taken. Overall rail ridership was down slightly .6% as approximately 2.1 boardings were experienced. And Trolley ridership was comparable to last year, up by only .6%.

First Quarter Initiatives and Special Promotions to Increase Ridership

- During March, several new clients signed up for the Commuter Advantage program including: Spero Smith Investment Advisors, Ohio Department of Commerce, and Ohio Department of Workers Compensation.
- Public Square officially closed to traffic on Monday, March 9. RTA buses and trains had been on reroute since Sunday, March 1. Many staff members volunteered to assist customers with the transition. Numerous commendations were received regarding how helpful the volunteers were during the change.
- The Cleveland International Film Fest set another record with over 100,000 attendees at their eleven day festival. With the decrease in parking availability, ridership on the rail was heavily encouraged. As a result, 33% of the attendees rode the RTA transit.
- March 1 marked the spring 2015 service change. Approximately 20 timetables were adjusted for better connections and on-time performance.
- In March, several events occurred around the city drawing thousands of people. To accommodate the large crowds of spectators, RTA offered additional rail service.
- During the first quarter, RTA participated in several community events throughout the Greater Cleveland area, including speaking engagements and informational sessions at: Safe Kids/Safe Communities, Life Exchange Center, University Hospitals Cornerstone Apartments, Northeast Ohio Social Service Coordinators Meeting, North Pointe Apartments, Euclid/Hillcrest Collaborative, Warrensville Manor, Jaelot Apartments, Maple Heights Senior Center, Westerly Apartments, Musician's Towers, Library Courts Apartments, East Cleveland/South Collinwood, Paul Alandt Lakeshore Goldenage Center, Spring Hill Villa, Skyline Towers, Strongsville Senior Center, Deaconnes Kraft, South Haven Wood, Cedar Extension, Celebrate Strongsville, and the Transportation Forum at Snow Road Library.

  By design, these events increase RTA's presence within the Greater Cleveland community and enhance public transit awareness.

Customer Satisfaction/Ride Happy or Ride Free

Ride Happy or Ride Free is the comprehensive customer satisfaction measure for RTA. The *Ride Happy or Ride Free* card begins by asking the passenger to indicate what they liked about their RTA "ride," followed by space to communicate if they were dissatisfied. Qualifying passengers received a free ride card to help offset their negative experience.

The Ride Happy or Ride Free performance measure is the ratio of free ride cards requested in comparison to ridership for the same period. One card for every 19,102 customers was received for the first quarter of 2015, as compared to one request for approximately every 28,815 customers received for the same period in 2014, representing a 33.71% decline in customer satisfaction, as measured by the percentage of people requesting Ride Happy or Ride Free Cards.

Attendance

The Attendance performance measure is the percentage of employee absences from work that are unscheduled and includes absences due to Worker's Compensation as unscheduled. An absence is considered unscheduled when it is charged to any category other than vacation, personal days, birthdays, holidays, training/seminars, and use of compensatory leave.

Reducing unscheduled absences increases agency reliability improves productivity and reduces overtime expenses. In the first quarter of 2015, the unscheduled absence percentage was 5.8% which, when compared to 4.8% for 2014, shows a 20.83% decline in attendance.

TEAM Results through March, 2015

Performance Measure	Target 2015	Through March 2015	Payout
Safety – Preventables	1.1 or below	1.79	$10.00
Safety – OJI's	11.1 or fewer injuries per 200,000 hours	10.4	$10.00
No. of Miles Between Service Interruption	8,000 or above	6,842	$10.00
On-Time Performance	80% or above	70%	$10.00
Ridership	49,500,000	11,269,964	$10.00
Ride Happy or Ride Free	1 request for every 30,000 riders	19,102	$10.00
Attendance	5.0% or below	5.8%	$40.00
Passenger Fares*	20% of operating costs *Year-end target*	16.76%	$100.00* *(*One time year-end payout)*

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DBE Participation/ Affirmative Action

DBE Participation

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 2013 - 2015 is 22.0%. 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 current quarterly performance reporting period of January 1, 2015 – March 31, 2015 represents the second quarter of FFY 2015.

To provide conformity between the Quarterly Performance Report and Federal Semi-Annual Report, DBE participation is calculated on the "federally assisted" portion of contracts only. The total contract amount awarded during the current quarter was $13,728,169 on contracts greater than $100,000. This included DBE participation of $3,855,592 or 28%. The year-to-date contracts awarded total $15,219,192 which includes DBE participation of $4,273,276 or 28%.

Current Quarter - DBE PERFORMANCE BY CONTRACT CATEGORY
(January 1, 2015 – March 31, 2015)

	Construction	Professional Services	Equipment & Supply	Total
DBE Dollars	$3,425,410	$429,882	0	$3,855,292
All Dollars	$12,263,950	$1,356,752	$107,467	$13,728,169
% DBE Participation	**27.9%**	**31.6%**	**0**	**28%**

YEAR-TO-DATE DBE PERFORMANCE BY QUARTER
(October 1, 2014 – March 31, 2015)

	Total Contracts	DBE Participation	% DBE Participation
Oct. - Dec.	$1,491,048	$417,984	28%
Jan. – Mar.	$13,728,169	$3,855,292	28%
Total Y-T-D	$15,219,217	$4,273,276	28%

YEAR-TO-DATE PARTICIPATION BY DBE CLASSIFICATION
(October 1, 2014 – March 31, 2015)

Classification	1st. Quarter Oct. 1 – Dec. 31		2nd. Quarter Jan. 1 - Mar. 31	
Caucasian Female	$72,819	17.4%	$1,870,729	48.5%
African American	$155,000	37.1%	$1,456,756	37.8%
Native American	$190,165	45.5%	0	0
Asian	0	0	$37,317	1%
Hispanic	0	0	$490,790	12.7%
TOTAL	**$417,984**	**100%**	**$3,855,592**	**100%**

Office of Business Development Activities

Outlined below are selected efforts undertaken during the second quarter of FFY 2015.

Selected Certification Activities during the quarter included:

- New Certifications: 5
- Re-Certifications: 20
- On-Site Visits: 7
- Denials: 1

Selected Contract Compliance Activities during the quarter included:

- Completed 17 Goal Settings
- Conducted 2 Field site monitoring reviews
- Reviewed 9 Certified Payrolls

Selected Outreach Efforts during the quarter included:

- Attended Robert P. Madison Public Service Scholarship and Award event
- Participated on DBE Best Practices Webinar Series
- Attended North East Ohio Sewer District Certification Clinic
- Attended Hispanic Commerce Meeting
- Participated on Commission on Economic Inclusion webinar
- Attended ODOT matchmaker for Opportunity Corridor Section 2
- Participated on USDOT webinar
- Attended Commission on Economic Inclusion’s Chief Procurement Officers Meeting

Affirmative Action

The numbers reported include new hires, rehires and promotions in each of the designated categories. "N/A" means there is no under-utilization in this category and consequently no affirmative action goal was set for the year 2015.

PERFORMANCE MEASURE	2015 Target		First Quarter	
Affirmative Action:	Minority	Female	Minority	Female
▪ Officials/Administrators	N/A	1	N/A	1
▪ Professionals	N/A	7	N/A	7
▪ Technicians	N/A	1	N/A	0
▪ Protective Services	N/A	2	N/A	2
▪ Administrative Support	N/A	N/A	N/A	N/A
▪ Semi & Skilled Craft	N/A	3	N/A	1
▪ Service Maintenance	N/A	37	N/A	45
Total	**N/A**	**51**	**N/A**	**56**

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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

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

PROJECT	DESCRIPTION	STATUS
Bridges		
Rehabilitation of Transit Track Bridge over East Blvd/MLK Design (27S)	Track bridge rehabilitation design Consultant: Euthenics Design Cost: $155,158	Contract awarded May 20, 2008 and notice to proceed issued July 10, 2008. Euthenics has completed the design and construction documents. Project to be re-advertised early 2016.
Rehabilitation of E. 81 & E. 83 St Track Bridges on Shaker Line (27V)	Track bridges rehabilitation design Consultant: TranSystems Design Cost: $178,954	Board awarded contract on December 20, 2011. Notice to proceed issued January 20, 2012. Contract is at 100% design completion. New GCRTA Bridge Engineer reviewing design. TranSystems is bringing documents up-to-date for bidding. Project to be awarded at April Board meeting.
CSX/E. 92 St Track Bridge Rehabilitation Design (27W)	Design for truss bridge rehabilitation; timbers and track previously replaced Consultant: TranSystems Design Cost: $275,299	Board awarded contract on October 21, 2014. Inspection of existing conditions completed. Preparation of design report underway.
Truck Line Retaining Walls (14.97)	Rehabilitate guard walls along Shaker Blvd. between Buckeye-Woodhill & Shaker Square Consultant: MS Consultants Design Cost: $225,324	Board awarded contract on October 21, 2014. Inspection work completed and design alternatives report issued. Decisions being made to Shaker Square Historic District in January 2015. Additional funding being sought for preferred repair alternative which may need to be constructed in phases.

PROJECT	DESCRIPTION	STATUS
Track & Signal		
Trunk Line Signaling (12D)	Design for Trunk Line (E. 79 St. to Shaker Sq. Station) Signal System Replacement Estimate: $8,000,000	Design being completed in-house by GCRTA Engineering Department. Project reviewed by On-call Rail Consultant. Design suspended pending hire of new Signal Engineer. Vacant position is advertised.
Shaker Junction Reconstruction Design (23V4)	Engineering services for the reconstruction of Shaker Junction and Square Grade Crossings Consultant: TranSystems Design Cost: $421,979	Received Inspection Findings & Rehabilitation Alternatives Analysis Report on February 12, 2013. Report review meeting held March 19, 2013. Comments returned to TranSystems. Board awarded construction project March 18, 2014. Construction support phase ongoing.
Shaker Junction Reconstruction (23V4 Phase I)	Reconstruction of Shaker Junction and Square Grade Crossings Contractor: Delta RR Construction Cost: $2,619,952	Contract awarded March 18, 2014. Notice to Proceed issued April 22, 2014. Track reconstruction at station and Shaker Square installed. Moreland northbound and southbound grade crossings installed. Additional “Yours Truly” crossing installed. Problem with availability of critical track components requires project be extended to May 2015. New eastbound turnout and interlocking route signal to be placed in service in April 2015.
Nine Light Rail Grade Crossings Construction (23V5 Phase I)	Reconstruction of Nine Grade Crossings Contractor: Delta RR Construction Cost: $3,049,347	NTP to be issued in April 2015.
W. 65 St. Substation Replacement (23Z)	Relocate West 74 St. Interlocking and install modular substation Contractor: TBD Estimate: $2,400,000	Plans and specifications developed in-house. 100% package circulated for approvals March 27, 2013. Package was completed. Study of alternative project design and relocation to W. 74 St. at crossover has resumed with hire of new Electrical Engineer.
Puritas Substation Replacement Design (60A)	Replace Puritas Substation Consultant: TBD Estimate: $110,000	Design with modular components to be undertaken with W. 65 St. and Warrensville/Van Aken. RFP being developed.

PROJECT	DESCRIPTION	STATUS

Passenger Facilities

Rapid Stations

Brookpark Rapid Transit Station Design (24JC) ARRA	A/E services for design of Brookpark Station Consultant: Bialosky & Partners Cost: $1,318,888	Contract awarded June 30, 2009 and Notice to Proceed issued September 30, 2009. Brookpark Planning Commission approved design and project presented to Cleveland's local design committee. 90% design received on March 20, 2013, including value engineering. Change order for separate parking lot plans approved in 2013. NEPA documentation completed. Awarded contract June 18, 2013 for Phase I of East Parking Lot. Construction completed. Phase II station design plans are 100% complete. Plans approved by Cleveland and Brookpark. Project bid successfully with bids awarded at the March 24, 2015 Board meeting.
Brookpark Rapid Transit Station Construction (24JC)	Reconstruction of the Brookpark Station Contractor: Mid American Construction, LLC Cost: $11,387,000	NTP to be issued in April 2015.
Cedar-University Station Reconstruction Design (24K)	Reconstruction of Red Line rapid station Consultant: URS Design Cost: $1,645,291	Contract awarded September 21, 2007; Notice to Proceed issued October 15, 2007. Change order processed October 2010. FTA approv3ed environmental documentation December 2010. Tiger II MOU executed by FTA. Bids on December 6, 2011 exceeded the budget. Value engineering completed April 26, 2012. Second bids June 7, 2012. A/E assisting with construction administration phase.
Cedar-University Station Reconstruction (24K)	Reconstruction of Red Line rapid station Contractor: McTech Corporation Cost: $15,977,948	Contract awarded June 18, 2012 and Notice to Proceed issued July 10, 2012. Groundbreaking ceremony September 19, 2012. Roadway, utility and sidewalk work completed on new bus station side. Canopy under bridges completed. Bus station structure completed. Ribbon cutting ceremony held on August 28, 2014 and the rail and Bus Stations completed and opened for service. Work on West (South) side of Cedar continues. Contractor has missed final completion date of December 16, 2014 and liquidated damages will be assessed. Work continues as of March 31, 2015.
Little Italy-University Circle Station Construction (24P)	ADA rehabilitation of station and transit track bridge reconstruction Contractor: City Architecture Design Cost: $1,733,333	Contract awarded July 15, 2008 and Notice to Proceed issued August 22, 2008. Project at 60% design when Norfolk Southern review resulted in decision to go to center platform design. FONSI received from FTA April 4, 2013. Tiger III ($12.5M) funding obtained and grant agreement executed on May 31, 2013. Property acquisition agreement signed and approved by Board April 16, 2013 and

		FTA concurrence on May 21, 2013. Consultant providing construction support.
Little Italy – University Circle Station Construction (24P)	ADA rehabilitation of station and transit track bridge reconstruction Contractor: McTech Corporation Cost: $11,132,003	Contract awarded September 17, 2013. Notice to Proceed issued October 14, 2013. Held groundbreaking October 22, 2013. Track outage began on June 7, 2014 and ended August 28, 2014 with return to service on August 29, 2014. Track and bridge relocation, new platform, new headhouse shell and stair/elevator was completed. Platform canopy columns erected. Interior work continuing.
E. 116 St. Station Environmental Documentation (24R EA)	Complete environmental documentation for station design Consultant: Michael Baker Jr., Inc. Cost: $57,200	Contract awarded March 6, 2014 and Notice to Proceed issued March 12, 2014. Consultant gathering data and coordinating with A/E as 30% design completed. Section 106 report drafted and comments returned to contractor. Sent draft report to FTA on January 20, 2015. New ramp work will require additional Section 106 surveys which will take this through May 15, 2015.
E. 116 St. Station Design (24R)	ADA reconstruction of E. 116 St. Light Rail station Consultant: City Architecture Design Cost: $501,660	Request for Proposals received January 3, 2014. Board awarded contract to City Architecture March 18, 2014. Notice to Proceed issued April 24, 2014. Schematic design alternatives submitted June 25, 2014. Development of 60% design completed.
Lee/Van Aken Station Rehabilitation (24S) Design (14.50 – Task I)	ADA rehabilitation of Blue Line station Consultant: HWH Engineering Cost: $279,101	Project value-engineered and new project submitted to Shaker Architectural Review Board. HWH Engineering prepared revised package based on GCRTA 30%. Notice to Proceed issued March 1, 2013. 100% design received July 30, 2013. Project rebid March 19, 2014: Board awarded contract to Schirmer Construction on April 15, 2014. This task is completed and this is the last report.
Lee/Van Aken Station Rehabilitation Construction (24S)	ADA rehabilitation of Blue Line station Contractor: Schirmer Construction Cost: $5,450,900	Bids received on March 19, 2014. Contract awarded April 15, 2014 and Notice to Proceed issued May 15, 2014. Temporary stairs installed. Old stairs and platforms removed. North elevator tower completed. Work on south elevator tower continues. Precast stairs installed on both sides. Elevator equipment installation underway. Work on platform footers underway.
Lee-Shaker Station ADA Design (24T)	ADA rehabilitation of Lee-Shaker station Consultant: CHA Cost: $160,000	Make station accessible under the ADA, restore platform and track, and update signage and lighting. Consultant contract approved at January 20, 2015 Board meeting.
Warrensville-Shaker and Lee-Shaker Station Environmental Documentation (24T-EA)	Completion of Section 106 Environmental Document Consultant: Lawhon & Associates Cost: $54,500	Completion of Section 106 Environmental Documentation required for stations. NTP issued March 13, 2015 to complete by August 2015.

Warrensville-Shaker Station Reconstruction (31F) Design (14.50 – Task 4)	ADA rehabilitation of Blue Line station Consultant: HWH Engineering Cost: $104,232	Design prepared by On-Call Architect/Engineer. Bid package finalized. Awaiting additional funding for construction.
Tower City Escalator Replacement (54)	Replace Four Tower City station escalators Cost: $2,870,000	Project bid and scheduled from award at April 21, 2015 Board Meeting.

Transit Centers/Park-N-Rides/Enhancements

Clifton Blvd. Transit Enhancement Design (51) ARRA	Clifton Blvd. transit enhancement program Consultant: Richard Bowen & Associates Cost: $953,806	Contract awarded November 17, 2009. Project started January 12, 2010. 100% design received May 13, 2013. Project advertised June 24, 2013 and construction bids received July 24, 2013 board meeting. Consultant is providing construction support and as-built plans.
Clifton Blvd. Transit Enhancement Construction (51)	Clifton Blvd. transit enhancement program Contractor: Perk Co., Inc. Cost: $9,910,149	Contract awarded August 20, 2013 and Notice to Proceed issued September 24, 2013. Bus pads in Lakewood completed. Tree cutting completed. Stations in Lakewood completed and in service. East bound roadway (outer two lanes) in Cleveland completed. Work completed on roadway, medians, and stations in Cleveland. Substantial completion achieved. Ribbon-cutting held on December 8, 2014. Work continues on Cleveland traffic signal interconnect and loop detectors as well as station communications.
Clifton Blvd. Transit Enhancement Public Art (51-PA)	Solicitation for decorative poles and gateway elements Artist: TBD Estimate: $85,000	Public art call advertised February 14, 2014. Fifteen responses received for evaluation. Committee selected artist but concept was not viable. Artwork will be re-solicited with call going out in February 2015. Call is due on April 13, 2015.

Planning

HealthLine/Red Line Extension Analysis (55)	Alternative Analysis for HealthLine/Red Line Corridor Consultant: AECOM Cost: $1,100,00	Study of a major transportation improvement on HealthLine/Red Line Corridor. Contract awarded March 19, 2013. Notice to Proceed issued April 12, 2013. One preferred build alternative presented to the Board and public in May 2014. Second round of meetings held. Consultant will continue ridership modeling using NOACA's Regional demand model when model is ready. The demand model is now complete. A meeting is scheduled for late April to hand over the data.
NOACA Five County On-Board Ridership	Computer modeling work Consultant: Parsons Brinckerhoff Cost: $248,974	Contract awarded September 18, 2012. Notice to Proceed issued November 26, 2012. Consultant is working on the mode choice model. Data received from NOACA's Household Survey contract, which

Modeling (58)		had encountered issues affecting project schedule. The model is now complete. A final meeting is scheduled for late April.
LEED Commissioning for Station Projects (13.33)	Review station design drawings and materials for environmental impact to meet LEEDS certification Consultant: Karpinski Engineering Co. Cost: $54,170	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 has commenced.
Signage Manual Update (14.95)	Update of signage manual Consultant: Studio Graphique Cost: $39,060	Update of signage manual to meet current standards. Project at 60% completion. Submittals being reviewed. Project completion is estimated in June 2015.
E. 34/79 St. Station Transit Analysis (15.68)	Study service alternatives in vicinity of E. 34 St. & E. 79 St. Consultant: Parsons Brinckerhoff Estimate: $59,999	Contract awarded and project is being implemented. First stakeholder technical memo received. Stakeholder meetings underway. Public meetings were held in November 2014. RTA Board Committee presentation was on February 3, 2015. Board action on recommendations for each station was approved on February 17, 2015. Final report is complete and being sent out to stakeholders.

Maintenance Facilities

CNG Facility System Hayden Design (61A)	Add CNG Fueling System to Hayden Garage Consultant: Trillium CNG Cost: $3,380,921	Board awarded contract September 16, 2014. Notice to Proceed issued October 1, 2014. Project underway. Fueling station nearing completion with commission beginning in May.
Infrastructure Upgrades at Hayden & CBMF for CNG & Propane (61B)	Upgrade facilities for CNG and Propane fueling at Hayden and CBMF Consultant: Wendel Estimate: $425,643	Board awarded contract on October 21, 2014. Design underway.

Bus State of Good Repair Grant Projects

Paratransit Facility

Paratransit 53A – Task 4	Snow Plow Vehicle Cost: $28,000	Rolling equipment. Specification written in-house by GCRTA Paratransit. On order from Valley Ford Truck. Plow received.

Central Bus Maintenance Facility

Pavement & Walk Repairs 53B – Task 8 Phase III	Pavement and Walk Repairs Contractor: TBD Cost: $260,000	Final SOGR project to be advertised in May 2015.

Main Boilers Replacement 53B – Task 13	Boiler replacement Contractor: ABC Piping Cost: $585,904	Design completed by Osborn Engineering (On-Call AVE) for $31,940. Bids approved at July 16, 2013. Boilers arrived. Project extended to May 2014. All boilers installed and operational.

Hayden District

Replacement of Hot Water Boiler 53C – Task 3	Replacement of Hot Water Boiler Contractor: ABC Piping Cost: $113,800	Design performed in-house by GCRTA Engineering Department. Bids approved at August 20, 2013 and Notice to Proceed issued September 25, 2013. Boiler arrived early December 2013. Project extended to May 2014 due to severe weather preventing existing boiler from being taken out of service. Work completed. Closeout is underway.

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