

Greater Cleveland Regional Transit Authority  
First Quarter 2017  
May 2017

IGORTA

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## From the CEO



During 2016, RTA took steps that may not have been too popular with some of our customers, but were deemed necessary to strengthen our financial position and better prepare us for the future. In 2017, with a looming \$18 million annual reduction in sales tax revenue as a result of the elimination of the MCO sales tax, we have little choice but to now double our efficiency and effectiveness efforts.

As is customary, RTA staff responded to the challenge by finishing 2016 better than budget. The information contained in this report will clearly show that through the first quarter of 2017, that trend of strong fiscal management continues.

During the first quarter progress was made on renewing our infrastructure with the ongoing reconstruction of the Lee Road Station on the Green Line, the Brookpark Station on the Red Line, and additional work on Tower City tracks and switches.

In working cooperatively with both the City of Cleveland and the Federal Transit Administration, an agreement was reached to open the exclusive transit lane on Superior Avenue through Public Square. For major civic events, all agreed that the two quadrants of Public Square could be unified to accommodate greater participation and to enhance pedestrian safety.

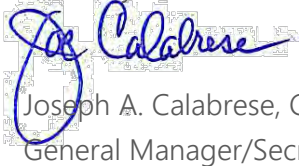
Two key leadership employees received national recognition as Chief Information Officer Pete Anderson was named as one of the Premier 100 Technology Leaders for 2017, and Deputy General Manager for Finance and Administration Loretta Kirk was named as one of Women Who Move the Nation by COMTO.

New to RTA is Mr. Tom Raguz, as the Executive Director of The Office of Management Budget. Tom was previously employed as the Finance Director for the City of Cleveland Heights. Previous to Cleveland Heights, he began his career with the Auditor of State.

RTA continued its journey towards the Baldrige Award of Excellence and received a coveted Sustainability Award from APTA.

The enclosed report details the activity and operating results of RTA through the first quarter of 2017. The eight TEAM performance measures 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.

Sincerely,

A handwritten signature in blue ink that reads "Joe Calabrese". The signature is written in a cursive style and is positioned over a faint, light-colored grid pattern.

Joseph A. Calabrese, CEO

General Manager/Secretary-Treasurer

## FINANCIAL VISION

In the 2016-2018 Strategic Planning cycle, the 5-Year Strategy and 10-Year Vision were updated and framed in a Balanced Scorecard (BSC) with Financial Vision being a BSC Focus Area. One Vital Few Objective (VFO) within this category, Fiscal Responsibility, yields two Initiatives: to Increase Revenue and Reduce Expenses, and to Enhance Fiscal Responsibility. The core drivers of Fiscal Responsibility are outlined in Figure 1.

<b>Initiative: Increase Revenue, Reduce Expenses</b>	<b>Performance Target</b>	<b>First Quarter Performance</b>
<b>Operating Revenue</b>	≥ 1% Growth	<b>5.3%</b>
<b>Capital Revenue</b>	≥ \$30 M Competitive	<b>\$42.5</b>
<b>Total Operating Expenses</b>	≤ 2.5% Growth	<b>7.4%</b>
<b>Overtime Percentage of Labor</b>	≤ 7% Share	<b>9.8%</b>

Figure 1: 2016- 18 Strategic Plan, Financial Vision Balanced Scorecard Focus

### Operating Revenues

Revenues consist mainly of Sales & Use Tax, Passenger Fares, Advertising & Concessions, and Reimbursed Expenditures. Other nominal contributors are the Investment Income and periodic one-time reimbursements from the Northeast Ohio Areawide Coordinating Agency (NOACA), the State of Ohio, or the Federal Transit Administration. For the First Quarter of 2017, the 5.2% growth in Operating Revenue, compared to First Quarter 2016, is mainly influenced by Sales & Use Tax receipts, which increased by 5.7%. Sales & Use Tax receipts were budgeted with a \$4.5 million reduction in the 4<sup>th</sup> Quarter 2017, resulting from the removal of the Medicaid Managed Health Care receipts from the tax base. Passenger Fares increased about \$1 million, compared to first quarter 2016, due to the fare increase implemented in August 2016 and an increase in 7-day and Monthly Pass sales. The other revenue sources are projected to end the year at or near budgeted levels. The key revenue sources for 2017 are outlined in Figure 2.

Operating Revenue Item	1 <sup>st</sup> Quarter Revenues	Percentage of Total Revenue	Percentage Change Compared to Budget
Sales & Use Tax	\$57,454,823	65.2%	0.6%
Passenger Fares	\$10,735,888	12.2%	15.5%
Advertising & Concessions, Investment Income and Other Revenue	\$1,045,171	1.2%	156.6%
Reimbursements and Operating Assistance	\$18,852,141	21.4%	176.5%

Figure 2: Operating Revenue Highlights

Capital Revenues

The Strategic Plan initiative for Capital revenue is to receive at least \$30 million of competitive awards each year, enabling the Authority to focus on the state of good repair (SOGR) projects. Inception-to-date competitive awards total \$43.7 million, of which only \$1.2 million is available. The majority of projects using these competitive awards are near completion. These include Little Italy – University Circle Station, Cedar-University, and the Clifton Transit Enhancement program. Other projects that are still on-going include Career Pathways Program and Senior Transportation Connection. These projects, and other Capital projects are explained in further detail in the Capital section.

Funding Source	Appropriated Funds	Funds Committed	Funds Available	Percentage of Funds Remaining
Formula Funds	\$139,173,664	\$110,969,659	\$28,204,005	60.01%
Local Funds	\$71,549,697	\$54,394,798	\$17,154,899	36.50%
Competitive Funds	\$43,682,367	\$42,508,240	\$1,174,128	2.50%
State Funds	\$1,200,000	\$1,200,000	0	0.00%
Other Funds	\$2,175,636	\$1,713,232	\$462,405	0.98%
<b>Grand Total</b>	<b>\$242,791,365</b>	<b>\$210,785,929</b>	<b>\$46,995,437</b>	<b>100.00%</b>

Figure 3: Funding Sources Highlights

Operating expenses

There are a wide range of operating expense categories. The four most critical items are the Personnel expenditures, Services/Materials & Supplies, Diesel Fuel & Natural Gas, and other Utilities. Personnel expenditures encompasses salaries, wages, and benefits for all workforce

segments. Services/Materials & Supplies are mainly driven by the Operations division, and include a variety of contracts and procurements of inventory and equipment to meet operating needs. The utilities are managed by the Energy Manager through the Energy Price Risk Management Strategy and consist of fuel, electricity, water, sewer, and natural gas. Figure 4 highlights First Quarter projected expenditures in these categories as a percentage share of Total Operating Expenses. The percentage compared to budget indicates the Authority’s projected Operating Expenses compared to the Operating Budget.

Operating Expense Item	1 <sup>st</sup> Quarter Projected Expenses	Share of Total Operating Expenses	Percentage Compared to Budget
Salaries & Overtime	\$139,132,363	54.5%	- 2.9%
Fringe Benefits	\$52,612,791	20.6%	- 1.1%
Fuel (Diesel & Natural Gas)	\$8,963,699	3.5%	- 10.2%
Other Expenses	\$54,555,535	21.4%	- 10.6%
Transfers to Other Funds	\$42,768,410		-3.3%

Figure 4: Key Operating Expense Highlight

Vacant positions due to employees retiring, receiving promotions, or moving on in their careers, placed upward pressure on overtime, but, in total, resulted in savings in Salaries, Overtime, and Fringe Benefits. Continuing low prices in Diesel Fuel and Natural Gas are helping to provide savings in fuel for the revenue vehicles. Other Expenses are projected to have savings in other utilities, the NAPA contract, liabilities, services, materials & supplies, and other miscellaneous expenses.

Overtime

An important focus of managing expenses includes Total Overtime as compared to the Total Salaries. Key factors that impact this ratio include employee vacancy rates, absenteeism, vacations, and scheduled service delivery levels, as well as bus bridges needed during rail infrastructure work on the right-of-way. The current goal for this measure is 7% across Authority-wide positions. After the First Quarter 2017, total Overtime is 9.7% of total labor. Operator Overtime was budgeted at 18.1%, as a percentage of Operator Labor. After the First Quarter, Operator Overtime was 16.9%. During the Second Quarter, bus bridges will be needed during construction on the west side Heavy Rail, which will increase Operator Overtime, compared to budgeted levels. Hourly Labor was budgeted at 7.6% and ended the First Quarter at 7.3%.

Figure 5 summarizes the Authority-wide 2017 First Quarter Overtime expenditures by these workforce segments.

Workforce Segment	1 <sup>st</sup> Quarter Labor Expense	1 <sup>st</sup> Quarter Overtime Expense	% Overtime
Operator	\$10,852,480	\$1,837,565	16.9%
Hourly	\$9,879,469	\$716,766	7.3%
Salary	\$9,160,892	\$360,879	3.9%

Figure 5: Overtime Performance Highlights

Capital expenses

Capital expenditures at first quarter grew to \$30.90 million or 3.25% higher in comparison to previous year expenses. The increase in expenditures are due to current bus orders underway for (16) 40-ft CNG buses totaling \$7.79 million and operating expense reimbursement draws processed during the first quarter generating \$17.90 million against capital expenditures. Capital expenditures are expected to remain at relatively high levels as the authority continues to focus on achieving a state of good repair (SOGR) in its capital assets. The capital expenses are explained in further detail in the capital section.

FINANCIAL INDICATORS

Additional measures of budget performance include six financial policy objectives as approved by the board of trustees. The indicators are listed in figure 6, and include the first quarter performance.

Operating efficiency

The policy goal is to maintain an operating ratio of at least 25%. The first quarter had a performance rate of 19.1%. Key influencers of this indicator were the 25-cent base fare increase executed in august 2016 and the annualized 3% service reduction executed in September 2016. Passenger fares increased by \$1 million, compared to first quarter 2016, in 7-day and monthly pass sales.

The target of the cost per hour of service measure is to be maintained at or below the budgeted rate of inflation, which is 2%. Factors that impact this indicator include the change of total operating expenses relative to the prior year, annual service levels, and the rate of inflation as calculated by the Federal Reserve. At the end of the first quarter, the cost per hour of service was \$129.7, a decrease of 7.3 percent relative to 2016. Actual revenue hours for 2016 dropped 8.6% compared to budgeted revenue hours in the same year. Total budgeted revenue hours for 2017



are projected to increase by 8.3%, compared to 2016 actual revenue hours, whereas operating expenses are projected to increase by 4.0%. Total revenue hours are projected to increase faster than operating expenses, thus the cost per hour of service decreases.

Operating reserve is targeted for a period of 30 days or 1 month (1.0), meaning the available cash equivalent of one month's operating expenses, with a stretch goal of 45 days. Key factors that influence this indicator are operating revenues and expenses, and general fund transfers to the other funds of the authority.

For the 2017 budget, a one-month reserve equals \$21.2 million. Through the first quarter, operating expenses have been monitored and will continue to be controlled throughout the year. Transfers to other funds are projected to be near budgeted levels. The projected transfers include a planned \$9.2 million transfer to the reserve fund for fuel, compensated absences, hospitalization, rolling stock and reserve for the 27<sup>th</sup> pay. The projected ending balance after transfers is \$24.6 million, with a 1.2-month reserve.

## Capital efficiency

The debt service coverage ratio goal is 1.5 and compares total operating resources, (net of operating costs and transfers to the insurance, capital, and pension funds), with the authority's debt service needs. For 2017, this indicator is estimated to end the year at 3.30, higher than the budgeted amount of 2.06 due to projected improvements in the operating budget revenues, which in turn will increase total operating resource 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 percent. By year-end, this indicator is projected to be 14.3 percent, within the policy goal. The decrease in this measure, relative to budget of 15.0 percent is due to a slight decrease in revenues from the sales & use tax relative to capital growth remaining stable. The capital program is aimed at and committed to achieving a state of good repair (SOGR).

At 96.3 percent, the capital maintenance outlay to capital expansion outlay ratio remains outside of the 75-90 percent range outlined in the board policy goal, though close to the FY 2017 budgeted level of 94.1 percent. 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, four of the six financial indicators meet the board policy goals. In recent years, RTA has generally met three of the goals. Once again, the hard work put forth through the first quarter has helped to maintain a strong financial position and sustainable budget.

2017 1st Quarter							
Financial Policy Objectives							
	Goal	2014 Actual	2015 Actual	2016 Actual	2017 Amended Budget	2017 Estimate	
Operating Efficiency	Operating Ratio	> 25%	20.6%	19.9%	20.1%	18.2%	19.1%
	Cost/Hour of Service		\$123.8	\$140.0	\$135.2	\$150.1	\$129.7
	Growth per Year	< Rate of Inflation	-4.1%	13.1%	-3.4%	11.0%	-7.3%
	Operating Reserve (Months)	> 1 month	1.3	0.8	1.2	0.5	1.2
Capital Efficiency	Debt Service Coverage	> 1.5	2.38	1.78	2.49	2.06	2.77
	Sales Tax Contribution to Capital	10% - 15%	18.4%	18.5%	14.3%	15.0%	14.3%
	Capital Maintenance to Expansion	75% - 90%	95.7%	98.9%	96.3%	94.1%	96.3%
End of Year Reserved Funds	Fuel Reserve Funds	Fuel Budget less Annual Expenditures	\$0	\$0	\$0	\$1,230,483	\$1,230,483
	Compensated Absences Reserve Funds	< 25% of Accrued Liability	\$0	\$0	\$0	\$944,484	\$944,484
	Hospitalization Reserve Funds	< 10% of Annual Hospitalization Costs	\$0	\$0	\$0	\$906,617	\$906,617
	Rolling Stock Replacement Fund	Equal to about 35 buses per year	\$0	\$0	\$0	\$5,426,483	\$5,426,483
	27th Pay	Equal to about 1/12 of 27th Pay Period	\$0	\$0	\$0	\$694,848	\$694,848

Figure 6: GCRTA Financial Policy Performance Indicators, Performance thru First Qtr. 2017

**General Fund Balance Analysis**

	2014 Actual	2015 Actual	2016 Actual	Amended 2017 Budget	2017 Estimate	Variance
<b>Beginning Balance</b>	<b>38,394,322</b>	<b>27,116,140</b>	<b>16,822,906</b>	<b>33,046,193</b>	<b>33,046,193</b>	<b>0</b>
<b>Revenue</b>						
Passenger Fares	49,085,267	48,419,211	46,279,344	46,872,000	46,872,000	0
Advertising & Concessions	1,488,870	1,442,677	2,860,267	1,552,000	1,552,000	0
Sales & Use Tax	197,118,146	205,843,321	218,749,851	217,100,000	216,872,548	(227,452)
CMAQ Reimbursement for 2012 Trolleys	704,063	533,478	0	0	0	0
Operating Assistance - Paratransit Operations	4,057,815	3,125,000	0	0	0	0
Operating Assistance - Trolley Operations	0	0	0	640,000	640,000	0
Access to Jobs Program	2,470,656	920,570	0	0	0	0
Investment Income	169,211	153,534	42,156	70,000	110,128	40,128
Other Revenue	1,470,683	1,254,771	1,888,060	1,200,000	1,450,000	250,000
Reimbursed Expenditures	17,570,406	19,720,588	24,560,024	22,075,000	22,075,000	0
<b>Total Revenue</b>	<b>274,135,117</b>	<b>281,413,150</b>	<b>294,379,702</b>	<b>289,509,000</b>	<b>289,571,676</b>	<b>62,676</b>
<b>Total Resources</b>	<b>312,529,439</b>	<b>308,529,289</b>	<b>311,202,608</b>	<b>322,555,193</b>	<b>322,617,869</b>	<b>62,676</b>
<b>Operating Expenditures</b>						
Salaries and Overtime	132,536,216	134,377,598	134,370,739	143,299,426	139,132,363	(4,167,063)
Fringe Benefits	48,769,442	52,231,192	48,074,083	53,207,855	52,612,791	(595,064)
Diesel Fuel	14,335,896	10,804,133	8,600,211	7,742,000	7,027,154	(714,846)
Natural Gas	957,626	1,124,699	1,246,088	2,245,000	1,936,545	(308,455)
Other Expenditures	51,458,576	53,443,532	53,905,673	61,001,133	54,555,535	(6,445,598)
<b>Total Operating Expenditures</b>	<b>248,057,756</b>	<b>251,981,154</b>	<b>246,196,793</b>	<b>267,495,414</b>	<b>255,264,388</b>	<b>(12,231,026)</b>
<b>Transfer to the Insurance Fund</b>	<b>900,000</b>	<b>1,500,000</b>	<b>500,000</b>	<b>2,400,000</b>	<b>2,400,000</b>	<b>0</b>
<b>Transfer to the Pension Fund</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>75,000</b>	<b>75,000</b>	<b>0</b>
<b>Transfers to Capital</b>						
Bond Retirement Fund	20,480,914	22,615,956	21,887,562	19,284,420	19,284,420	0
Capital Improvement Fund	15,874,629	15,509,273	9,472,060	13,276,394	11,806,075	(1,470,319)
<b>Total Transfers to Capital</b>	<b>36,355,543</b>	<b>38,125,229</b>	<b>31,359,622</b>	<b>32,560,814</b>	<b>31,090,495</b>	<b>(1,470,319)</b>
<b>Transfer to Reserve Fund</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,202,915</b>	<b>9,202,915</b>	<b>0</b>
<b>Total Expenditures</b>	<b>285,413,299</b>	<b>291,706,383</b>	<b>278,156,415</b>	<b>311,734,143</b>	<b>298,032,798</b>	<b>(13,701,345)</b>
<b>Ending Balance</b>	<b>27,116,140</b>	<b>16,822,906</b>	<b>33,046,193</b>	<b>10,821,050</b>	<b>24,585,071</b>	<b>13,764,021</b>
<b>Reserved Funds</b>	<b>6,900,000</b>	<b>0</b>	<b>8,776,432</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Available Ending Balance</b>	<b>20,216,140</b>	<b>16,822,906</b>	<b>24,269,761</b>	<b>10,821,050</b>	<b>24,585,071</b>	<b>13,764,021</b>

Figure 7: GCRTA General Fund Balance Analysis

## 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 2017 capital program of \$281.20 million includes the approved Fiscal Year (FY) 2017 Capital Budget of \$64.10 million and \$217.10 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 \$210.56 million including \$153.78 million of ITD expenditures and \$56.79 million of current encumbrances resulting in a positive variance of \$70.64 million, or 25.1%, relative to the combined capital budgets. With the exception of \$19.47 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 2017 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 2017 will result in estimated total commitments of \$246.08 million and a positive year-end variance of \$35.12 million, or 12.5% 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 a number of factors that include delays in full execution of grant awards, delays in budgeted project timelines, unanticipated cost increases in construction projects, and the expected closeout of remaining budget appropriation in projects that are completed under budget.

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

**PROJECTED YEAR-END CAPITAL  
COMMITMENTS BY CATEGORY**

Category	Current Budget	Current Commitments	Projected Year-End	Proj. Variance vs. Current Budget	
Bus Garages	\$6,230,756	\$5,770,926	\$5,782,926	\$447,830	7.2%
Bus Improvement Program	\$47,983,408	\$36,968,550	\$46,780,023	\$1,203,385	2.5%
Equipment and Vehicles	\$16,466,385	\$12,746,892	\$14,354,016	\$2,112,369	12.8%
Facilities Improvements	\$23,189,965	\$15,075,345	\$17,046,542	\$6,143,423	26.5%
Other Projects	\$9,358,529	\$2,113,404	\$2,609,197	\$6,749,332	72.1%
Preventive Maint./Operating Reimb.	\$22,837,215	\$19,470,945	\$19,744,987	\$3,092,228	13.5%
Rail Projects	\$136,300,785	\$100,339,891	\$121,683,411	\$14,617,374	10.7%
Transit Centers	\$18,834,243	\$18,076,115	\$18,076,115	\$758,128	4.0%
<b>Grand Total</b>	<b>\$281,201,286</b>	<b>\$210,562,068</b>	<b>\$246,077,217</b>	<b>\$35,124,069</b>	<b>12.5%</b>

Current Year Expenditures by Capital Category

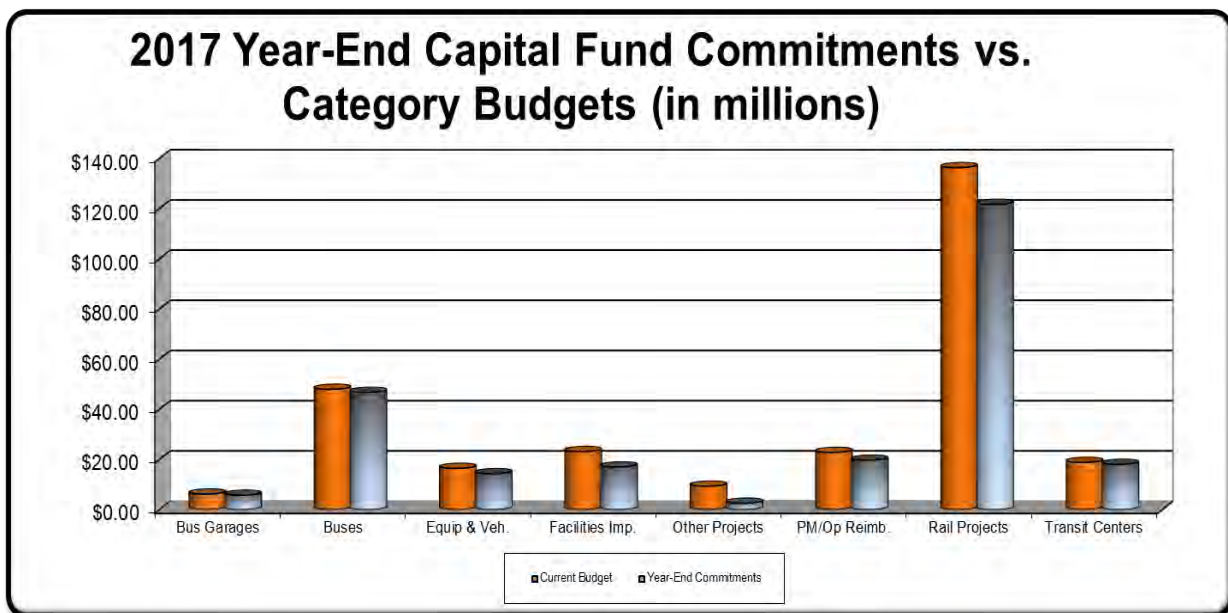
The chart below lists year-to-date (YTD) category expenditures and their related percentage of total capital expenditures for the current year through the end of the first quarter and compares them with the two previous years at the same point in time. During the first quarter of the current year, expenditures 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 \$17.90 million, or 57.9 percent of all capital expenditures.

Most of the remaining capital expenditures in the first quarter were within the Bus Improvement Program and Rail Projects categories that generated a combined \$10.94 million, or 35.4% 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, Lee/Shaker Station, E. 34<sup>th</sup> St. LR/HR Station, various track rehabilitation projects including Phase III for replacing three Light Rail Crossings, track rehabilitation at W.30<sup>th</sup> – W. 98<sup>th</sup>, Track Bridge reconstruction of Track Bridge Over CSX at E. 92<sup>nd</sup> Street, as well as the delivery of 29 diesel buses will significantly increase expenditures in the Rail Projects, Facilities Improvement and Bus Improvement Program categories.

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

**Projected Year-End Capital Commitments by Category**

Categories	Current (ITD) Budget	Current Commitments	Projected Year End	Project Variance vs. Current Budget	
Bus Garages	\$6,230,756	\$5,770,926	\$5,782,926	\$447,830	7.2%
Bus Improvement Program	\$47,983,408	\$36,968,550	\$46,780,023	\$1,203,385	2.5%
Equipment & Vehicles	\$16,466,385	\$12,746,892	\$14,354,016	\$2,112,369	12.8%
Facilities Improvements	\$23,189,965	\$15,075,345	\$17,046,542	\$6,143,423	26.5%
Other Projects	\$9,358,529	\$2,113,404	\$2,609,197	\$6,749,332	72.1%
Preventive Maint./Operating Reimb.	\$22,837,215	\$19,470,945	\$19,744,987	\$3,092,227	13.5%
Rail Projects	\$136,300,785	\$100,339,891	\$121,683,411	\$14,617,373	10.7%
Transit Centers	\$18,834,243	\$18,076,115	\$18,076,115	\$758,128	4.0%
<b>TOTAL: ALL CAPITAL PROJECTS</b>	<b>\$281,201,285</b>	<b>\$210,562,067</b>	<b>\$246,077,216</b>	<b>\$35,124,069</b>	<b>12.5%</b>



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

## Bus Garages

The main focus for the programmed capital projects within this category is to modify and upgrade the facilities at Hayden Garage and Central Bus Maintenance Facility for regular vehicle maintenance, fueling CNG buses and construction of the Triskett Outdoor Bus Storage.

At the end of the first quarter, \$5.77 million of the current \$6.23 million category budget was committed leaving a positive variance of \$447,830 or 7.2%. Total category commitments include \$5.26 million of ITD expenditures and \$510,976 of current encumbrances. During the first quarter, \$5.26 million in expenditures was generated in all projects within this category reflecting the incremental progress being made towards completion of programmed work.

The added projected commitments of \$12,000 for the remainder of the will be for on-going construction of the Outdoor Bus Storage lot at the Triskett Garage. The positive projected variance of \$447,830 or 7.2% at the end of the year in this category is due to project savings and expected closeout of remaining within completed projects.

## Bus Improvement Program

The Authority's capital program in FY 2017 includes the fourth years of a funded five-year bus and Paratransit bus replacement program. Through the end of March, category commitments total a combined \$36.97 million out of a total budget appropriation of \$47.98 million leaving a positive variance of \$11.01 million, or 23.0 percent.

The category expenditures of \$23.81 million includes purchases of 30 40-Ft CNG buses. The upcoming delivery of 16 40-Ft CNG buses and 29 Diesel buses are due to arrive third quarter. There were various bus spare parts purchased to help maintain the Authority existing bus fleet.

The projected commitment of \$9.81 million through the remainder of the year includes the order of an additional 20 Paratransit vehicles and 14 40-Ft Diesel buses. The positive projected variance of \$1.20 million, or 2.5 percent, is due to the timing of grant awards and commitments within the two budgeted bus spare parts projects.

## Equipment & Vehicles

At the end of the first quarter, total commitments of \$12.75 million within this category included \$5.55 million of ITD expenditures and \$7.20 million of current encumbrances resulting in a positive variance of \$3.72 million, or 22.6%. The majority of the current encumbrances, \$4.66 million or nearly 84%, remain within the on-going Fare Collection Equipment project. There has been sporadic progress 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.

Expenditures within this category totaled \$1.21 million for various Network Infrastructure upgrades. The other \$4.34 million was expensed within the RTA Capital Fund among various information technology projects totaling \$555,751, \$1.95 million expensed towards non-revenue vehicle replacements, and \$1.83 million for equipment replacements and upgrades throughout the Authority, leaving the balance of projected commitments scattered throughout projects within this category.

The projected year-end positive variance of \$2.11 million, or 12.8%, results from projected savings in on-going projects nearing completion, to continued delays in project time lines for a number of budgeted IT projects.

## Facilities Improvements

At the end of the first quarter, combined commitments of \$15.08 million in this category included \$9.96 million of ITD expenditures and \$5.12 million of current encumbrances resulting in a positive variance of \$8.11 million, or 35.0%, versus the current category budget of \$23.19 million. During the first quarter, only \$707,826 million was expended within the current year for various facility improvements and track rehabilitation. The majority of the ITD expenses are carried forward from prior year expenditures.

Projected commitments of \$1.97 million during the remainder of FY 2017 continue to focus on various SOGR projects throughout the Authority's maintenance pool, facilities and bridges. The commitments during the remainder of the year include \$883,331 million for additional Asset Maintenance projects throughout the Authority, a combined \$692,885 for the completion of Road Bridge at East 37<sup>th</sup> Street Railing, Phase II of the Viaduct Drainage and Concrete Repairs, and various Bridge Inspections. The 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 \$6.15 million, or 26.5%, for this category is primarily attributable to the planned closeout of prior year's budget authority remaining within completed projects, and construction delays for the Viaduct Truss Bridge Construction, Tower City East Portal Concrete Repairs, and Demolition of the WB Access Road due to pending approval of demolition plans by Norfolk Southern Rail System.

## 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 \$2.11 million out of the category budget of \$9.36 million resulting in a positive variance of \$7.25 million or 77.4%.

During the first quarter of the year, a combined \$330,244 of expenditures was generated by projects within this category with \$245,270 or 74.3%, for TSA Canine Security Team. Remaining expenditures to date were generated in smaller amounts throughout other projects within this category including \$12,610 legal services, \$25,000 for Greater Cleveland Civic Connections.

Projected commitments of \$495,793 during the remainder of the year include \$368,680 for the Career Pathway Program, \$52,000 from the pass-thru award for the Senior Transportation Connection, \$10,000 for Transit Oriented Development activities and an additional \$165,113 for TSA Anti-Terrorism Team and Emergency Preparedness.

The positive year-end variance of \$6.75 million, or 72.1%, 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.

It is important to note, both for the current and future budget years that several of the non-formula reimbursement awards expired in FY 2015. Fiscal year 2015 was the last committed year of grant funding for several grant awards.

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 and ADA Operating Assistance reimbursement award which reimbursed the General Fund \$3.125 million for ADA service delivery for eligible customers.

First quarter activities resulted in total commitments of \$19.47 million, in which 92% of the ITD expenditures were incurred in the current year at \$17.90 million. The year-end projected commitment of \$19.74 million against a category budget of \$23.84 million will create positive variance of \$3.09 million, or 13.5% percent.

Projected commitments of \$274,042 during the remainder of the year include additional draws for reimbursement to partially reimburse the Operating Budget for the cost of providing ADA Supplemental Trips and Travel Trainer services. The projected positive variance is due to the multi-year budgeted project for the New Freedom & Travel Trainer program that cannot be drawn before the grant dead line.

## Rail Projects

At the end of March, \$100.34 million of the \$136.30 million budget for the Rail Projects category was committed creating a positive variance of \$14.62 million or 10.7%. Total commitments within this category consisted of \$69.86 million of ITD expenditures along with \$30.48 million of current encumbrances.

During the first quarter of the year, \$3.14 million was expended on various Rail system projects, a combined \$2.80 million or, 89 % of the expenses was derived from rehabilitation of Light Rail Retaining Wall at Buckeye/Woodhill to Shaker Square, finalize Little Italy Station pedestrian access walkway, construction at Brookpark Station, Lee-Shaker Green Line and completion of Track 8 at Tower City. 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 \$21.34 million during the remainder of the year include \$10.10 million to begin Design and construction work for the Westside track project at W.30<sup>th</sup> – W.98<sup>th</sup> Street, \$1.59 million to begin Engineering & Design at E. 79<sup>th</sup> Street

Station, Engineering and Design for Track 10&13 \$841,712, a combined \$670,621 expense for two additional ADA Key stations at Farnsleigh and Lee/Shaker Green Line Station and \$4.87 million install and replace the Fiber Optic Communication System.

The projected positive variance of \$14.62 million, or 10.7%, versus the current category budget at the end of the first quarter is primarily due to delays in grant awards being fully executed, delays in budgeted project timelines, and the unanticipated increase in vendor bid cost in construction projects. The delays with grant awards will likely push programmed budgeted commitment into 2018, impacting annual draws for project activities during the year.

### Transit Centers

Including ITD expenditures of \$18.02 million and \$60,247 of current encumbrances, project commitments total \$18.08 million out of the approved current budget of \$18.83 million resulting in a positive variance of \$758,128, or 4.0% at the end of the first quarter.

In the first three months of the year, \$15,487 was expended on capital projects within this category with 100% of the cost expensed towards completion of outstanding items on the Clifton Blvd. Enhancement project which opened in FY 2014.

There are zero projected commitments for the remainder of the year. The final invoices and retainage for Clifton Blvd. Enhancement project are pending final processing and \$258,194 for a pass-thru grant award to the Cleveland Museum of Art (CMA). The long outstanding CMA grant project is still being reviewed and reconciled by Internal Audit with the anticipation for completion this year.

The projected positive variance of \$758,128, or 4.0%, at the end of the year is primarily due a \$420,000 construction delay for the Opportunity Corridor Phase I Bus Shelter project, savings on projects within this category scheduled for completion this year, and pending project reconciliation closure for CMA grant funding.

Performance Measure

Performance Measure	2017 Target	1 <sup>st</sup> Quarter
Passengers Per Bus/Train Hour:		
Bus	25	25
Train	63	63
Total	29	29
Revenue Vehicle Cost Per Mile: (Maintenance & Fuel)	\$2.30	\$2.35
% of Scheduled Maintenance Completed: (Revenue Vehicles)		
Bus	100%	95%
Train	100%	97%
Paratransit	100%	100%

## Critical Success Factors

Passenger Fare Revenue	The Passenger Fare Revenue performance measure is discussed in detail in the Financial Analysis Section of the report.
Preventable Accidents	The GCRTA <u>Preventable Collision Rate (PCR)</u> TEAM goal for 2017 is 1.40. The 2017 YTD 1st Quarter PCR is 1.42, which is 1.4% higher than the TEAM goal and 0.7% higher than the 1.41 PCR for the same period in 2016. Total preventable collisions decreased 5.6% to 85 from 90. Mileage decreased 6.2%.
Total Collision Rate	The GCRTA <u>Total Collision Rate (TCR)</u> for the 2017 YTD 1st Quarter is 3.62, which is 5.2% lower than the 3.82 TCR for the same period in 2016. Total collisions decreased 11.1% to from 243 to 216.
On the Job Injury Rate	The GCRTA 2017 TEAM Injury Rate Goal is 10.0. The 2017 YTD 1st Quarter Injury Rate of 8.17 is 18.3% below the TEAM Goal and 5.8% above the 7.72 Injury Rate for the same period in 2016. Total injuries stayed level at 37 from 2016 to 2017.
Number of Miles between Service Interruption	The Number of Miles Between Service Interruption (Reliability) is defined as mechanical failure that results in the inability of the bus/train to operate in revenue service. For the first quarter of 2017, the YTD figure for No. of Miles Between Service Interruption was 14,824 miles, as compared to 10,445 miles for 2016, which represents a 41.92% improvement in this indicator. The target TEAM Performance measure is 15,000 or above.
On-Time Performance	On-Time Performance is defined as a bus or train arriving from 0-5 minutes after its scheduled time. Composite On-Time Performance for the first quarter of 2017 for bus, light rail, and heavy rail was approximately 72%, as compared to 69% for 2016, representing a 4.35% improvement in this TEAM measure.
Ridership	<p>We ended the quarter with a total of 3.4 million; a decrease of nearly 9%, or approximately 336,700 less rides compared to 2016. Average weekday ridership decreased almost 9%, or approximately 13,000 less daily trips taken.</p> <p>Bus ridership decreased 12.5% by the end of first quarter. HealthLine experienced a slight decrease in monthly ridership, however, in the first quarter it increased nearly 6.5%. Rail ridership increased 2.41%. In the first quarter, the Red Line experienced a slight increase, of 4.2% or nearly 20,000 more rides. Blue and Green Line ridership decreased 2.4%, or 4,291 less rides. Rail ridership was impacted by scheduled shutdowns to allow for work on a number of asset maintenance projects including a</p>

Ridership Cont'd	two week track project on the through track at Tower City to complete work that was done for four months in late 2016. An unplanned shut down occurred for a weekend in mid-March when an overhead wire came down.
Customer Satisfaction/Ride Happy or Ride Free	<p>Ride Happy or Ride Free is the comprehensive customer satisfaction measure for RTA. The TEAM goal is one request for every 45,000 riders.</p> <p>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 29,628 customers was received for the first quarter of 2017, as compared to one request for approximately every 39,500 customers received for the same period in 2016, representing a 24.99% decline in customer satisfaction, as measured by the percentage of people requesting Ride Happy or Ride Free Cards.</p>
Attendance	<p>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.</p> <p>Reducing unscheduled absences increases agency reliability, improves productivity and reduces overtime expenses. In the first quarter of 2017, the unscheduled absence percentage was 6.1% which, when compared to 5.4% for 2016, shows a 12.96% decline in attendance. The TEAM goal is 5.0% or below.</p>

First Quarter Initiatives and Special Promotions to Increase Ridership

During the first quarter, several new clients signed up for the Commuter Advantage program including: Cleveland Metropark, BrightEdge Technology, and STANTEC Consulting Services.

Buses resumed operations on Superior Avenue through Public Square on Monday, March 6. Four routes have bus stops within the Square, with many more traveling through the roadway.

Cleveland International Film Festival began their 41st year on March 29. Throughout the festival, over 130,000 persons attended movies at Tower City Cinemas. Parking continues to be scarce in

downtown and ClFF has been a large contributor to rail ridership during the Festival. Traditionally, nearly a third of attendees ride the Rapid to the movies.

During the first quarter, RTA participated in several community events throughout the Greater Cleveland area including speaking engagements and informational sessions at Musician’s Tower, Carnegie Towers at Fairhill, Five Points Community Center, Larchwood Village Retirement Home, Lakeshore Rose Center for Aging Well, Ernfelt Senior Center, Ernest Bohn Golden Age Center, National Federation for the Blind, Cleveland Clinic Diabetes Forum at Southpointe Hospital, Campbell Courts, Morningstar Towers, Foster Point Senior Apartments, Notre Dame Senior Apartments, Mayfield Heights Senior High, Buckeye Cuyahoga Community Agency, Safe Kids/Safe Communities, and Collaborative meetings in the following communities: Heights Family, Euclid/Hillcrest, Central Family, and East Cleveland/South Collinwood.. By design, these events increase RTA’s presence within the Greater Cleveland community and enhance public transit awareness.

## DBE Participation/Affirmative Action

The DBE program is administered on a federal fiscal year (FFY) that runs from October 1 – September 30. The Overall DBE Participation Goal on federally assisted contracts of \$25,000 and above for FFY 2016 - 2018 is 21.7%. 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 period of January 1, 2017 – March 31, 2017 represents the second quarter of FFY 2017. To conform the Quarterly Performance Report to the Federal Semi-Annual Report, DBE participation is calculated on the “federally assisted” portion of contracts only. The amount awarded on contracts greater than \$100,000 during the current quarter totaled \$2,054,976. This amount included DBE participation of \$357,485 or 17.4%. Year-to-date DBE dollar and percent participation on contracts greater than \$100,000 for 2017 FFY totals \$672,321 or 12.1% on contracts of \$5,548,706.

QUARTERLY - PARTICIPATION OF DBE FIRMS BY CLASSIFICATION  
(January 1, 2017 – March 31, 2017)

Classification	1st. Quarter Oct. 1 – Dec. 31		2 <sup>nd</sup> Quarter Jan. 1 –March 31	
	African American	\$268,096	85.2%	\$285,395
Asian	0	0	\$47,090	13.2%
Caucasian Female	0	0	\$25,000	7.0%
Native American	0	0	0	0
Hispanic	\$46,740	14.8%	0	0
<b>TOTAL</b>	<b>\$314,836</b>	<b>100%</b>	<b>\$357,485</b>	<b>100%</b>



**CURRENT QUARTER - DBE PERFORMANCE BY CONTRACT CATEGORY  
(January 1, 2017 – March 31, 2017)**

	Construction	Professional Services	Equipment & Supply	Total
<b>DBE Dollars</b>	\$310,395	\$47,090	0	\$357,485
<b>All Dollars</b>	\$1,730,748	\$324,228	0	\$2,054,976
<b>% DBE Participation</b>	18.7%	14.5%	0	17.4%

**YEAR TO DATE  
DBE PERFORMANCE BY QUARTER  
(October 1, 2016 – March 31, 2017)**

	Total Contracts	DBE Participation	% DBE Participation
1st Qtr.	\$3,493,730	\$314,836	9.0%
2nd Qtr.	\$2,054,976	\$310,395	17.4%
3rd Qtr.			
4th Qtr.			
<b>TOTAL</b>	<b>\$5,548,706</b>	<b>\$672,321</b>	<b>12.1%</b>

## Office of Business Development Activities

Outlined below are selected efforts undertaken during the second quarter of FFY 2017

Selected Certification Activities during the quarter include:

- New Certification: 5
- Re-Certification: 12
- On-Site Visit: 7

Selected Contract Compliance Activities during the quarter include:

- Completed 17 Goal Settings
- Conducted 1 Field site monitoring reviews
- Reviewed 22 Certified Payrolls

Selected Outreach Efforts during the quarter include:

- Participated on UCP MOU Document update meeting
- Participated COMTO DBE Best Practice Webinar
- Attended ACCA 2018 National Training Institute hosted by Sewer District
- Attended UNCF Leaders Luncheon
- Attended the Chief Procurement meeting at Jump Start on Communicating the Value of Supplier Diversity
- Presented at the Construction Employers Association CCA meeting on the DBE program
- Attended FHWA Ohio Division DBE Certification Training host by FHWA Ohio Division

### Affirmative Action

The Affirmative Action Goals for the employment of women in all categories except for administrative support for the overall three years (2015-2017).

Performance Measure	2015-2017 Target		2017 First Quarter		(2015-2017)	3 – Year Total
	Minority	Female	Minority	Female	Target to Date	Target to Date
<b>Affirmative Action:</b>						
<b>Officials/Administrators</b>	N/A	4	N/A	N/A	N/A	4
<b>Professionals</b>	N/A	28	N/A	4	N/A	40
<b>Technicians</b>	N/A	29	N/A	1	N/A	9
<b>Protective Services</b>	N/A	4	N/A	1	N/A	6
<b>Administrative Support</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>Semi &amp; Skilled Craft</b>	N/A	20	N/A	1	N/A	2
<b>Service Maintenance</b>	N/A	106	N/A	17	N/A	334
<b>Total</b>	N/A	191	N/A	24	N/A	395

The numbers reported for the 1<sup>st</sup> Quarter include new hires, rehires, and promotions in each of the designated categories.

## Engineering/Construction Program

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

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

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

PROJECT	DESCRIPTION	STATUS
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Bridges

Rehabilitation of Transit Track Bridge over East Blvd/MLK Design (27S)	Track bridge rehabilitation design Consultant: Euthenics Design Cost: \$165,450	Contract awarded May 20, 2008 and notice to proceed issued July 10, 2008. Euthenics has completed the design and construction documents. Project awarded at April 26, 2016 Board. Notice to Proceed June 21, 2016. Consultant is providing construction administration services.
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Rehab of Transit Track Bridge over East Blvd./MLK Construction  (27S)	Contractor: Suburban Maintenance & Construction  Construction Cost: \$1,904,748	Board awarded contract on April 26, 2016. Notice to Proceed issued June 22, 2016. Construction reached substantial completion on December 19, 2016. Project in close-out.
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CSX/E. 92 <sup>nd</sup> 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. Construction Notice to Proceed issued June 22, 2016. Consultant is providing construction administration services.
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CSX/E. 92 <sup>nd</sup> Track Bridge Rehabilitation Construction  (27)	Contractor: Suburban Maintenance & Construction  Construction Cost: \$2,030,000	Board awarded contract on May 10, 2016. Notice to Proceed issued June 22, 2016. West span painting complete. Project shutdown until spring 2017.
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<p>Trunk Line Retaining Walls (14.97)</p>	<p>Rehabilitate guard walls along Shaker Blvd. between Buckeye-Woodhill &amp; Shaker Square</p> <p>Consultant: ms consultants</p> <p>Design: \$262,261</p>	<p>Board awarded contract on October 21, 2014. A/E authorized May 12, 2016 to proceed with Phase II plans. Phase I construction Notice to Proceed issued December 7, 2016. Consultant is providing construction administrative services.</p>
<p>Trunk Line Retaining Walls (14.97)</p>	<p>Rehabilitate guard walls along Shaker Blvd.</p> <p>Contractor: EnviroCom Construction</p> <p>Construction Cost: \$1,059,000</p>	<p>Notice to Proceed 12/7/16. Demolished brick from Woodhill to E. 103<sup>rd</sup>. Installed epoxy rebar at base of wall.</p>
<p>Track &amp; Signal</p>		
<p>Trunk Line Signaling (12D)</p>	<p>Design for Trunk Line (E. 79 to Shaker Sq. Station) Signal System Replacement</p> <p>Estimate: \$8,000,000</p>	<p>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. Sole viable candidate to date was not hired.</p>

<p>Nine Light Rail Grade Crossings Design (23V5)</p>	<p>Engineering services for reconstruction of nine Light Rail grade crossings  Consultant: TranSystems  Design Cost: \$546,394</p>	<p>Request for proposal issued. Proposals received January 7, 2014. Board awarded project March 18, 2014. Notice to Proceed issued April 4, 2014. Recommendations report received June 2014. Designer is completing 3 construction packages of 3 crossings per package. The first package construction has been completed. The second package has been completed. The third package bids are due January 30, 2017. Consultant will provide construction services.</p>
<p>Nine Light Rail Grade Crossings Construction (23V5 Phase 2)</p>	<p>Reconstruction of Three of Nine Grade Crossings  Contractor: Delta RR  Construction Cost: \$2,114,523</p>	<p>Notice to Proceed issued April 8, 2016. Waterfront Line Main Avenue crossing completed June 20, 2016. Southington completed in August. West Park Blvd. completed in October. Project closeout underway.</p>
<p>Nine Light Rail Grade Crossings Construction (23V5 Phase 3)</p>	<p>Reconstruction of Final Three of Nine Grade Crossings</p>	<p>Project was advertised for bids due on January 30, 2017.</p>
<p>West 65 Substation Replacement (23Z)</p>	<p>Furnish and Install Modular Substation</p>	<p>Proposals received on October 28, 2016. Negotiations to be held 1<sup>st</sup> Quarter 2017.</p>

Puritas Substation Replacement	Furnish and Install Modular Substation	Proposals received on October 28, 2016. Negotiations to be held 1 <sup>st</sup> Quarter 2017.
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Design

(60A)

Warrensville/Van Aken Substation Replacement	Furnish and Install Modular Warrensville/Van Aken Substation	Proposals received on October 28, 2016. Negotiations to be held 1 <sup>st</sup> Quarter 2017.
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(16.36)

Passenger Facilities

*Rapid Stations*

Brookpark Rapid Transit Station Design  (24J(c))  ARRA	A/E services for design of Brookpark Station  Consultant: Bialosky + Partners  Cost: \$1,334,926	Contract awarded June 30, 2009 and Notice to Proceed issued September 30, 2009. Brook Park 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. Phase I East Parking Lot completed. Station construction project awarded at the March 24, 2015 Board meeting to Mid-American Construction. Consultant providing construction administration services.
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<p>Brookpark Rapid Transit Station Construction (24J(c))</p>	<p>Reconstruction of the Brookpark Station Contractor: Mid-American Construction, LLC Cost: \$12,264,882</p>	<p>NTP issued May 11, 2015. East Station and Headhouse 98% complete, West Station approximately 75% complete. Contractor is behind and will not meet the substantial completion date of March 26, 2017 with estimated 98% of West Station work complete by the June 4, 2017 final completion date. Workforce has been inadequate to maintain schedule. Meetings with contractor/broker ongoing about liquidated damages.</p>
<p>Cedar-University Station Reconstruction (24K)</p>	<p>Reconstruction of Red Line rapid station Contractor: McTech Corporation Cost: \$15,929,049</p>	<p>Contract awarded June 18, 2012 and Notice to Proceed issued July 10, 2012. Groundbreaking ceremony September 19, 2012. Ribbon cutting ceremony held on August 28, 2014 and the rail and Bus Stations completed and opened for service. Contractor missed the final completion date of December 16, 2014. Work finally completed May 29, 2015. Contractor lien resolution needed for closeout</p>

<p>Little Italy - University Circle Station</p> <p>Design (24P)</p>	<p>ADA rehabilitation of station and transit track bridge reconstruction</p> <p>Consultant: City Architecture</p> <p>Design Cost: \$1,808,083</p>	<p>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. Consultant has submitted 100% construction documents for Mayfield Road sidewalk improvements. Project 24P-2 awarded at June 14, 2106 Board Meeting. A/E providing construction assistance.</p>
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<p>Little Italy - University Circle Station</p> <p>Construction (24P)</p>	<p>ADA rehabilitation of station and transit track bridge reconstruction</p> <p>Contractor: McTech Corporation</p> <p>Cost: \$11,555,471</p>	<p>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. Station opened on August 11, 2015 and substantial completion reached on August 13, 2015. Contractor lien resolution needed for closeout. GCRTA has resolved warranty items.</p>
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<p>Mayfield Road Pedestrian Enhancements  (24P-2)</p>	<p>Lighting, railing, signage and sidewalk improvements  Contractor: EnviroCom  Cost: 1,439,943</p>	<p>Project awarded at June 14, 2016 Board Meeting. Notice to Proceed August 11, 2016. Sidewalk and abutment work underway. Significant deterioration found under railroad bridges which is being corrected.</p>
<p>E. 120 St. Station Demolition  (24P-3)</p>	<p>Demolition of existing station when Little Italy opens  Contractor: Purple Orchid  Cost Estimate: \$423,967</p>	<p>Construction documents completed and bid awarded at the July 28, 2015 Board meeting. Notice to Proceed issued on August 31, 2015. Water infiltration issue traced to The Illuminating Company power duct has been corrected. Final City inspection delays have thus far prevented project closeout.</p>
<p>E. 116 Station Design  (24R)</p>	<p>ADA reconstruction of E. 116 Light Rail station  Consultant: City Architecture  Design Cost: \$537,490</p>	<p>Request for Proposals received January 3, 2014. Board awarded contract to City Architecture March 18, 2014. Notice to Proceed issued April 24, 2014. Design proceeded to 100% and completed City Design Review and Planning Commission review process. Project was bid a second time and bid was over budget. A/E is revising the design and project will be re-advertised in 2017.</p>
<p>Lee-Shaker Station ADA Design  (24T)</p>	<p>ADA Rehab. of Lee-Shaker Station  Consultant: CHA  Cost: \$166,719</p>	<p>Make station accessible under the ADA, restore platform and track, and update signage and lighting. Consultant contract approved at January 20, 2015 Board meeting. Project Notice to Proceed October 18, 2016. Construction underway.</p>

<p>Lee-Shaker Station ADA Construction (24T)</p>	<p>ADA Rehab of Lee-Shaker Station</p> <p>Contractor: Schirmer Construction</p> <p>Cost: \$1,394,000</p>	<p>Notice to Proceed issued October 18, 2016. Contractor has constructed temporary station waiting areas.</p>
<p>Warrensville- Shaker Station Reconstruction (31F)</p> <p>Design (14.50 - Task 4)</p>	<p>ADA rehabilitation of Blue Line station</p> <p>Consultant: HWH Engineering</p> <p>Cost: \$104,232</p>	<p>Design prepared by On-Call Architect/Engineer. Task closed, this is last report.</p>
<p>Warrensville- Shaker Station Reconstruction (31F)</p>	<p>Contractor: Shirmer Construction</p> <p>Construction Cost: \$2,009,385</p>	<p>Notice to Proceed issued January 15, 2016. Substantial completion reached on November 22, 2016. Construction complete, closeout underway.</p>
<p>Tower City Track 7 Platform and Track 8 Replacement (52F)</p>	<p>Design of Track 7 Platform upgrades and replacement of Track 8</p> <p>Consultant: TranSystems</p> <p>Cost Estimate: \$797,397</p>	<p>NTP issued April 9, 2015. Design completed, construction completed. A/E is providing as- built documentation.</p>

<p>Track 7 Auxiliary Platform and Station Egress Rehabilitation (52F-BP 1)</p>	<p>Contractor: EnviroCom Constr., Inc.  Construction Cost: \$1,006,824</p>	<p>Board awarded contract on January 26, 2016. Notice to Proceed issued on February 22, 2016. Project complete and in service July 31, 2016. Project closeout underway.</p>
<p>Track 8 Reconstruction and Track 7 Rehabilitation (52F-BP 2)</p>	<p>Contractor: Delta Railroad Construction  Construction Cost: \$5,073,409</p>	<p>Board awarded contract on January 26, 2016. Notice to Proceed issued on February 2, 2016. Track 7 rehabilitation completed. New Low Vibration Track (LVT) completed on Track 8 and in service on November 26, 2016. Turnout #125 and Track 9 restraining rail to be replaced Spring 2017.</p>
<p>Tower City Escalator Replacement (54)</p>	<p>Replace Four Tower City Station escalators  Contractor: KONE  Construction Cost: \$2,872,013</p>	<p>Project bid was awarded at April 21, 2015 Board Meeting. Notice to Proceed issued May 13, 2015. KONE has completed two long escalators. Replacement of two short escalators completed. Project closed. This is last report.</p>

*PLANNING*

<p>Clifton Blvd. Transit Enhancement Public Art (51-PA)</p>	<p>Solicitation for decorative poles and gateway elements</p> <p>Artist: TBD</p> <p>Estimate: \$75,000</p>	<p>Public art call advertised February 14, 2014. Fifteen responses received for evaluation. Committee selected artist but concept was not viable. Artwork was re-solicited with responses received on April 13, 2015. 3<sup>rd</sup> call for artists was limited to lighting professionals. Have accepted the design concept of the artist. One insurance issue still remains on the contract, Cudell Design withdrew its approval. Seeking another spot. Lakewood working on its portion, approved concept. Contract executed with artist working on individual site plans.</p>
<p>Opportunity Corridor Improvements (15.97)</p>	<p>Opportunity Corridor TWE Improvements on E. 105<sup>th</sup></p> <p>Budget: \$420,000</p>	<p>Project funded by ODOT to improve E. 105<sup>th</sup> bus stop areas at Cedar, Carnegie, Euclid &amp; Chester. Working with City, ODOT &amp; Clinic to determine project requirements for bidding. Bid documents planned for early 2017 advertising.</p>
<p>LEED Commissioning for Station Projects (13.33)</p>	<p>Review station design drawings and materials for environmental impact to meet LEEDS certification</p> <p>Consultant: Karpinski Engineering Co.</p> <p>Cost: \$54,170</p>	<p>Task orders have been issued for design enhanced commissioning for University-Cedar station \$10,560 and construction commissioning \$10,000. Lee-Van Aken station design fundamental commissioning \$4,360 and construction commissioning \$5,000. Brookpark station design enhanced commissioning \$6,500 has commenced.</p>

<p>E. 34<sup>th</sup> Public Art (17.15)</p>	<p>Solicitation of Public Art for E. 34<sup>th</sup> Street Station Budget  Cost: \$75,000</p>	<p>Initial meeting with committee being scheduled in November. Art call solicitations due on February 3, 2017.</p>
<p>Red Line Public Art Project (16.55)</p>	<p>Public art installations along the Red Line  Contractor: LAND Studio Various Artists  Cost: \$357,263</p>	<p>Public art installations along the Redline to beautify the rail right-of-way before the RNC. RTA art was installed at Tower City, W. 25th, West Blvd., and Airport Tunnel. Additional installations on ODOT property. Art installations all completed. Awaiting final determination from FTA on grant eligibility. FTA has determined it ineligible. Working to obtain funding and replace local dollars. Project is completed.</p>
<p>E. 116<sup>th</sup> Street Public Art (16.95)</p>	<p>Artist to be selected for Public Art  Cost: \$34,000</p>	<p>Public art installation at E. 116<sup>th</sup> Street in concert with Neighborhood Progress &amp; Land Studio. Tri- party contract between artist, Land Studio, and RTA being reviewed by legal. Awaiting response on insurance issues from artist and contractor.</p>

## Maintenance Facilities

<p>Infrastructure Upgrades @ Hayden &amp; CBMF for CNG &amp; Propane (61B)</p>	<p>Upgrade facilities for CNG and Propane fueling at Hayden and CBMF</p> <p>Consultant: Wendel</p> <p>Cost: \$743,943</p>	<p>Board awarded contract on October 21, 2014. Design completed. Support to Construction of improvements continuing.</p>
<p>CNG Heavy Maintenance Infrastructure Upgrades at Hayden &amp; CBMF (61B-c)</p>	<p>Contractor: EnviroCom Constr., Inc.</p> <p>Construction Cost: \$2,501,289</p>	<p>Board awarded contract on November 17, 2015. Notice to proceed was issued on December 22, 2015. Ductwork wiring completed. Work at CBMF 95% complete and at Hayden 95% complete. Gas detection system installation underway at both garages.</p>
<p>CNG Backup Generator at Hayden (61B-d)</p>	<p>Contractor: RWJ Wiring</p> <p>Construction Cost: \$390,190</p>	<p>Board awarded contract on November 17, 2015. Notice to proceed was issued on December 11, 2015. Generator installed. Generator tie-in work completed. Windermere Station tie-in completed. Construction completed on October 27, 2016. Project retainage to be paid.</p>



CNG Tail Pipe Exhaust System Upgrades at Hayden & CBMF (61B-e)	Contractor: North Bay Construction Construction Cost: \$995,061	Board awarded contract on January 26, 2016. Notice to proceed issued on February 23, 2016. Construction completed on October 28, 2016. Project retainage to be paid once punch list and warranty issues are resolved.
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CNG Backup Generator at CBMF (61B-f)	Contractor: Einheit Electric Construction Co. Construction Cost: \$631,672	Board awarded contract June 14, 2016. Notice to proceed July 25, 2016. Generator on site and wired. City required additional bollards to be placed prior to startup.
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1240 West Sixth Street • Cleveland, Ohio 44113-1302  
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