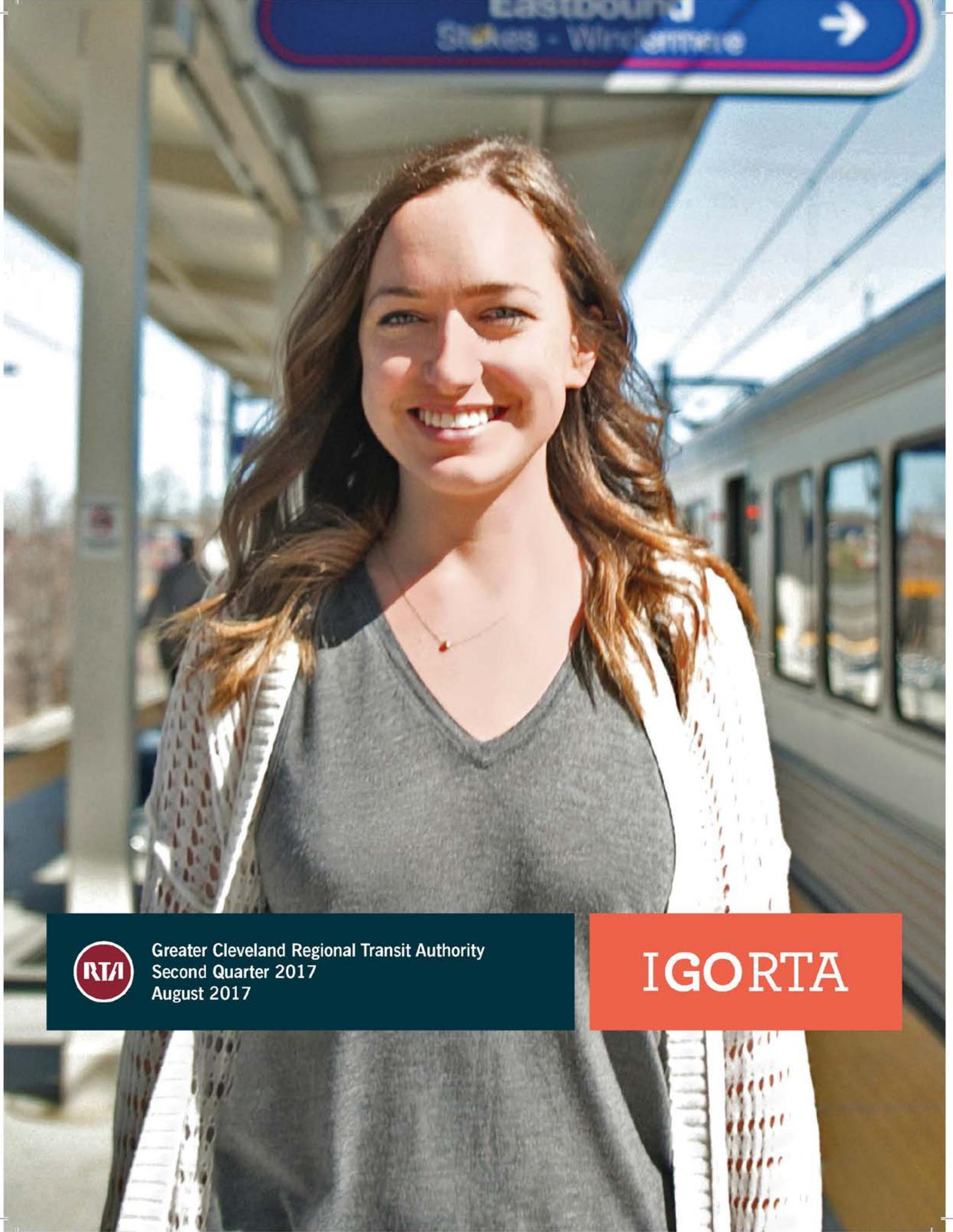


Eastbound  
Shaker - Winfield  
→



Greater Cleveland Regional Transit Authority  
Second Quarter 2017  
August 2017

IGORTA

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## From the CEO



The second quarter of 2017 brought about some exciting endeavors for RTA. First was the introduction of the “GO RTA” Summer Fun Program, which allowed up to three children 12 and under to ride free with the purchase of an adult fare. Running from June 10 to August 6, the program sought to encourage families to explore the sites and local destinations Cleveland has to offer by offering affordable, convenient transportation. Through the end of the second quarter, over 17,000 “kids under 12” enjoyed trips on our system under this promotion.

Second, in conjunction with the Cleveland VA Medical Center and Enterprise Holdings, RTA launched VanShare, a vanpool service. The cost-neutral service aims to promote ridership by helping those who do not live on a fixed-route service. For the month of June, the VanShare provided 1,560 passenger trips.

Third, the C-Line Trolley extended its service to Flats East Bank seven days a week to accommodate the Flats East Bank’s growing popularity, especially during the evenings and weekends. The Flats East Bank extended service had 372 passenger boardings in June.

Lastly, RTA’s Mobile Ticketing has continued to show a positive growth trend. The app had 7,806 downloads during the second quarter, which accounts for 47.6% of the app’s total downloads since November of 2016.

During the second quarter, we celebrated the completed renovation of the Mayfield Road walkway near the Little Italy-University Circle Station and the ground-breaking for the renovation of the East 34<sup>th</sup> Street/Campus District Station.

Although Governor Kasich vetoed the Dolan/Seitz Amendment to the budget, we have not given up hope of an override. Letters, emails, and phone calls were made to state representatives asking for their support of the amendment, and the House listened. They voted 87-10 to override Kasich’s veto. Our efforts will continue until the Senate votes.

As always, RTA and its employees strive for excellence, and our efforts are being recognized both locally and nationally. Rail was awarded the APTA Rail Safety Excellence Award (Certificate of Merit) for its work on the Emergency Pantograph Lowering System. This design also won RTA’s 2016 Suggestion of the Year. APTA also recognized Bus Safety with the 2017 Certificate of Merit for large transit agencies.

Nick Biggar, the interim Director of Triskett, was accepted into APTA’s Emerging Leader’s Program, and OMB Budget Analyst Kari Solomon was chosen as one of *Mass Transit Magazine*’s “Top 40 Under 40” for her sustainability and performance excellence efforts.

Our Partnership for Excellence examination in late March yielded a Gold, Achievement of Excellence for 2016, which is a step up from the Silver, Commitment to Excellence RTA received in 2015.

The enclosed report details the activity and operating results of RTA through the second 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.

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

Sincerely,



Joseph A. Calabrese, CEO  
General Manager/Secretary-Treasurer

## Financial Analysis

### 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.

Initiative: Increase Revenue, Reduce Expenses	Performance Target	Second Quarter Performance
Operating Revenue	≥ 1% Growth	3.5%
Capital Revenue	≥ \$30 M Competitive	\$42.5 M
Operating Expenses	≤ 2.5% Growth	1.9%
Overtime Percentage of Labor	≤ 7% Share	10.2%

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. Sales & Use Tax receipts are the largest source of revenue for the Authority, representing 71.0 percent of total revenues. For the Second Quarter of 2017, Sales & Use Tax receipts through June were 1.5 percent lower than budget, but only 0.9 percent lower than the Second Quarter of 2016. Total receipts through May were 4.6 higher than 2016, but receipts in June 2017 were 21.3 percent lower than June 2016. June 2016 receipts included 13-months of back taxes from a Medicaid Managed Health Care Company.

Passenger Fares are the second largest source of revenue and through the Second Quarter 2017 represents 13.5 percent of total revenues. Passenger Fares were 2.9 percent higher than budget and \$1 million higher than the Second Quarter 2016. This is due to the fare increase which was implemented in August 2016.

Reimbursed Expenditures received through June 2017 were 19.0 percent higher than budget and represent 14.4 percent of total revenues received through the Second Quarter. Reimbursed Expenditures includes reimbursements for preventive maintenance, force account labor, fuel tax refunds, and other federal and state reimbursements.

The other revenue sources, which includes Advertising and Concessions, Investment Income, and other miscellaneous revenues, represent 1.2 percent of total revenues received through the Second Quarter and 16.9 percent higher than budget. These revenues are projected to end the year just above budgeted levels. The key revenue sources for 2017 are outlined in Figure 2.

Operating Revenue Item	2nd Quarter Revenues	Percentage of Total Revenue	Percentage Change Compared to Budget
Sales & Use Tax	\$108,037,734	71.0%	-1.5%
Passenger Fares	\$20,512,726	13.5%	2.9%
Advertising & Concessions, Investment Income and Other Revenue	\$1,807,508	1.2%	16.9%
Reimbursements and Operating Assistance	\$21,835,579	14.4%	19.0%

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 \$43.5 million, of which only \$1.0 million remains. 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	\$145,574,595	\$114,868,435	\$31,006,160	85.59%
Local Funds	\$59,758,334	\$55,979,052	\$3,779,281	10.43%
Competitive Funds	\$43,488,901	\$42,452,659	\$1,036,242	2.86%
State Funds	\$1,200,000	\$1,200,000	\$0	0.00%
Other Funds	\$2,019,490	\$1,616,507	\$402,983.94	1.11%
Grand Total	\$252,341,320	\$216,116,653	\$36,224,667	100.00%

Figure 3: Funding Sources Highlights

**Operating Expenses**

There are a wide range of operating expense categories. The four most critical items are the Salaries & Overtime, Fringe Benefits, Fuel (including Diesel and Natural Gas) and Other Expenditures (which includes services, inventory, utilities, liabilities and damages, and other). Salaries and Overtime is projected to end the year 3.8 percent under budget and Fringe Benefits 2.5 percent below budgeted levels. The Fuel, including diesel and natural gas, are managed by the Energy Manager through the Energy Price Risk Management Program and is projected to end the year 12.3 percent below budget.

Other Expenses includes services, inventory, utilities, liabilities and damages, and other, which are mainly driven by the Operations division. As a whole, Other Expenses are projected to be 13.1 percent below budget by year-end. Service contracts are projected to end the year 0.7 percent under budgeted levels. Materials and Supplies includes the Inventory category.

Inventory includes preventive and corrective maintenance parts for buses, trains, facilities, and equipment; as well as kits for the predictive maintenance program. Inventory is projected to be \$2.1 million over budgeted levels by year-end, mainly due to expensing commitments from the prior year. Other Materials and Supplies will be under budget by nearly \$0.5 million.

Other Fuel and Utilities expenses includes gasoline, propane fuel, propulsion power, water, sewer, electricity, telephone, and taxes. Year-end commitments are projected to be 1 percent under budget, primarily from savings in propulsion power, water and sewer, and electricity. Other Expenses also includes liability claims and insurance premiums. Over the past several years, RTA has implemented safety programs, executed safety drills, implemented training programs, and received several safety awards. Some of these include DriveCam, Rail Protrackers on rail vehicles, Operation Lifesaver, Safe Place, human trafficking training, Airport Tunnel drill, suspicious package drill, ESMS/ISO 14001, and TSSP Certification for Rail. These programs have helped to decrease preventable accidents, increase awareness, and help keep customers safe.

Transfers to Other funds includes transfers to the Reserve Fund, Pension Fund, Capital Funds, Bond Retirement Fund, and Insurance Fund. A \$30 million debt service was budgeted for 2017 but is scheduled to be deferred to 2018, which saved \$2.2 million in transfers to the Bond Retirement Fund. Additional transfers of \$1.6 million will be needed by the 4<sup>th</sup> Quarter to keep the Insurance Fund at the \$5 million policy level. Additional \$8.4 million transfers to the Reserve Fund for fuel, compensated absences, hospitalization, rolling stock rail replacement, and 27<sup>th</sup> pay will be made during the 4<sup>th</sup> Quarter. By year-end, total transfers are projected to be 13.2 percent over budgeted levels, mainly due to additional transfers to the Reserve Fund resulting from savings in the Operating Expenses.

Operating Expense Item	2 <sup>nd</sup> Quarter Projected Expenses	Share of Total Projected Operating Expenses	Percentage Compared to 2017 Budget
Salaries & Overtime	\$137,848,351	46.8%	- 3.8%
Fringe Benefits	\$51,868,186	17.6%	- 2.5%
Fuel (Diesel & Natural Gas)	\$8,762,561	3.0%	- 12.3%
Services and Contracts	\$12,203,419	4.9%	- 0.7%
Inventory	\$14,410,620	5.7%	14.2%
Other Fuel and Utilities	\$7,830,175	3.1%	1.0%
Liabilities & Damages	\$4,433,243	1.8%	- 19.8%
Other	\$14,108,562	5.6%	- 6.0%
Transfers to Other Funds	\$50,065,508		13.2%

Figure 4: Key Operating Expense Highlight

**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 percent across Authority-wide positions. After the Second Quarter 2017, total Overtime is 10.2 percent of total labor. Operator Overtime was budgeted at 18.1 percent, as a percentage of Operator Labor. After the Second Quarter, Operator Overtime was 17.6 percent, a slight increase from First Quarter estimates. During the Second Quarter, bus bridges were needed during construction on the west side Heavy Rail, which increased Operator Overtime, compared to budgeted levels. Hourly Overtime was budgeted at 7.6 percent and ended the Second Quarter at 7.4 percent. Figure 5 summarizes the Authority-wide 2017 Second Quarter Overtime expenditures by these workforce segments.

Workforce Segment	2 <sup>nd</sup> Quarter Labor Expense	2 <sup>nd</sup> Quarter Overtime Expense	% Overtime
Operator	\$22,950,634	\$4,046,825	17.6%
Hourly	\$21,206,411	\$1,566,730	7.4%
Salary	\$17,044,696	\$653,723	3.8%

**Figure 5: Overtime Performance Highlights.**

**Capital Expenses**

Capital expenditures at second quarter decrease to \$41.02 million or -10.0 percent lower in comparison to previous year expenses. The decrease in expenditures are mainly due to pending bus orders underway for (14) 40-Ft CNG Buses and 20 Paratransit Gas vehicles totaling \$11.70 million and delays in grant awards and construction startup. Capital expenditures are expected increase by year end in Rail Projects, and Bus Improvement Program 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 Second Quarter Performance.

**Operating Efficiency**

The policy goal is to maintain an **Operating Ratio** of at least 25 percent. The Second Quarter had a performance rate of 19.4 percent, an improvement from the 19.1 percent at the end of the First Quarter. Key influencers of this indicator were the 25-cent base fare increase executed in August 2016 and the annualized 3 percent service reduction executed in September 2016. Total Passenger Fares increased by \$1 million, compared to Second Quarter 2016.

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 percent. 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. The year-end projected Cost per Hour of Service is \$127.8, a decrease of 5.5 percent compared to 2016.

**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 (1.5 months). Key factors that influence this indicator are Operating Revenues and Expenses, and General Fund Transfers to the other Funds of the Authority. At the end of the Second Quarter, the projected reserve is 1.2 months.

### **Capital Efficiency**

The **Debt Service Coverage** ratio goal is 1.5 or above and compares total operating resources, (net of operating costs and transfers to the Insurance, Capital, and Pension Funds), with the Authority's debt service needs. For Second Quarter 2017, this indicator is estimated to end the year at 3.52, 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. For the Second Quarter, this indicator is projected to be 12.9 percent, within the policy goal. The decrease in this measure, relative to budget of 15.0 percent is due to a reduction in the transfer to the Bond Retirement Fund as the \$30 million debt service scheduled for 2017 was pushed back to 2018. The Capital program is aimed at and committed to achieving a State of Good Repair (SOGR).

At 96.8 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 and one, the Operating Ratio, projected better than budget. In recent years, RTA has generally met three of the goals. Once again, the hard work put forth through the Second Quarter has helped to maintain a strong financial position and sustainable budget.

2017 2nd Quarter						
Financial Policy Objectives						
		Goal	2015 Actual	2016 Actual	2017 Amended Budget	2017 Estimate
Operating Efficiency	Operating Ratio	> 25%	19.9%	20.1%	18.2%	19.4%
	Cost/Hour of Service		\$140.0	\$135.2	\$150.1	\$127.8
	Growth per Year	< Rate of Inflation [2%]	13.1%	-3.4%	11.0%	-5.5%
	Operating Reserve (Months)	> 1 month	0.8	1.2	0.5	1.2
Capital Efficiency	Debt Service Coverage	> 1.5	1.78	2.49	2.06	3.52
	Sales Tax Contribution to Capital	10% - 15%	18.5%	14.3%	15.0%	12.9%
	Capital Maintenance to Expansion	75% - 90%	98.9%	96.3%	94.1%	96.3%
End of Year Reserved Funds	Fuel Reserve Funds	Fuel Budget less Annual Expenditures	\$0	\$0	\$1,230,483	\$2,454,922
	Compensated Absences Reserve Funds	< 25% of Accrued Liability	\$0	\$0	\$944,484	\$1,900,000
	Hospitalization Reserve Funds	< 10% of Annual Hospitalization Costs	\$0	\$0	\$906,617	\$1,800,000
	Rolling Stock Replacement Fund	Equal to about 35 buses per year	\$0	\$0	\$5,426,483	\$10,000,000
	27th Pay	Equal to about 1/12 of 27th Pay Period	\$0	\$0	\$694,848	\$1,400,000

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

**General Fund Balance Analysis**

	2015 Actual	2016 Actual	Amended 2017 Budget	2017 Estimate	Variance
<b>Beginning Balance</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	48,419,211	46,279,344	46,872,000	46,872,000	0
Advertising & Concessions	1,442,677	2,860,267	1,552,000	1,552,000	0
Sales & Use Tax	205,843,321	218,749,851	217,100,000	215,589,551	(1,510,449)
State Aid for MCO Loss	0	0	0	5,060,417	5,060,417
CMAQ Reimbursement for 2012 Trolleys	533,478	0	0	0	0
Operating Assistance - Paratransit Operations	3,125,000	0	0	0	0
Operating Assistance - Trolley Operations	0	0	640,000	640,000	0
Access to Jobs Program	920,570	0	0	0	0
Investment Income	153,534	42,156	70,000	123,957	53,957
Other Revenue	1,254,771	1,888,060	1,200,000	1,450,000	250,000
Reimbursed Expenditures	19,720,588	24,560,024	22,075,000	22,075,000	0
<b>Total Revenue</b>	<b>281,413,150</b>	<b>294,379,702</b>	<b>289,509,000</b>	<b>293,362,925</b>	<b>3,853,925</b>
<b>Total Resources</b>	<b>308,529,289</b>	<b>311,202,608</b>	<b>322,555,193</b>	<b>326,409,118</b>	<b>3,853,925</b>
<b>Operating Expenditures</b>					
Salaries and Overtime	134,377,598	134,370,739	143,299,426	137,848,351	(5,451,075)
Fringe Benefits	52,231,192	48,074,083	53,207,855	51,868,186	(1,339,669)
Diesel Fuel	10,804,133	8,600,211	7,742,000	6,748,988	(993,012)
Natural Gas	1,124,699	1,246,088	2,245,000	2,013,573	(231,427)
Other Expenditures	53,443,532	53,905,673	61,001,133	52,986,018	(8,015,115)
<b>Total Operating Expenditures</b>	<b>251,981,154</b>	<b>246,196,793</b>	<b>267,495,414</b>	<b>251,465,117</b>	<b>(16,030,297)</b>
<b>Transfer to the Insurance Fund</b>	<b>1,500,000</b>	<b>500,000</b>	<b>2,400,000</b>	<b>4,060,000</b>	<b>1,660,000</b>
<b>Transfer to the Pension Fund</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	22,615,956	21,887,562	19,284,420	17,045,783	(2,238,637)
Capital Improvement Fund	15,509,273	9,472,060	13,276,394	11,329,803	(1,946,591)
<b>Total Transfers to Capital</b>	<b>38,125,229</b>	<b>31,359,622</b>	<b>32,560,814</b>	<b>28,375,586</b>	<b>(4,185,228)</b>
<b>Transfer to Reserve Fund</b>	<b>0</b>	<b>0</b>	<b>9,202,915</b>	<b>17,554,922</b>	<b>8,352,007</b>
<b>Total Expenditures</b>	<b>291,706,383</b>	<b>278,156,415</b>	<b>311,734,143</b>	<b>301,530,625</b>	<b>(10,203,518)</b>
<b>Ending Balance</b>	<b>16,822,906</b>	<b>33,046,193</b>	<b>10,821,050</b>	<b>24,878,494</b>	<b>14,057,444</b>
<b>Reserved Funds</b>	<b>0</b>	<b>8,776,432</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Available Ending Balance</b>	<b>16,822,906</b>	<b>24,269,761</b>	<b>10,821,050</b>	<b>24,878,494</b>	<b>14,057,444</b>

Figure 7: GCRTA General Fund Balance Analysis

**Capital Commitments and Expenditures**

**Commitments by Capital Category**

Due to the multi-year nature of capital projects, the budget for the Authority’s capital program is Inception-to-Date (ITD) based. The current combined capital budget appropriation within the Authority’s 2017 capital program of \$281.23 million includes the approved Fiscal Year (FY) 2017 Capital Budget of \$64.10 million and \$217.13 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 second quarter and compares year-end projected commitments to current category budgets.

At the end of the second quarter, combined capital commitments of \$217.18 million included \$163.81 million of ITD expenditures and \$53.37 million of encumbrances resulting in a positive variance of \$64.05 million, or 22.8%, relative to the combined capital budgets at the end of second quarter. Activities on capital projects during the first half of the year have generated a combined \$41.02 million of expenditures with most, \$35.31 million generated within three of the eight capital categories - Preventive Maintenance/Operating Reimbursements, the Bus Improvement program and the Rail Projects category. Remaining capital expenditures were primarily on continuation of prior year projects, to prepare for planned FY 2017 construction activities and maintaining a State of Good Repair (SOG) 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 \$245.05 million and a positive year-end variance of \$36.18 million, or 12.9% 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	\$6,285,756	\$6,125,413	\$6,135,413	\$150,343	2.4%
Bus Improvement Plan	\$47,983,408	\$37,045,701	\$48,709,699	-\$726,291	-1.5%
Equipment and Vehicles	\$16,435,904	\$13,993,863	\$15,834,864	\$601,040	3.7%
Facilities Improvements	\$23,118,127	\$15,807,577	\$18,860,784	\$4,257,343	18.4%
Other Projects	\$9,444,716	\$2,255,280	\$2,788,822	\$6,655,894	70.5%
Preventive Maint./Operating Reimb.	\$22,612,215	\$21,673,759	\$21,897,639	\$714,576	3.2%
Rail Projects	\$136,516,917	\$102,205,191	\$112,325,388	\$24,191,529	17.7%
Transit Centers	\$18,834,243	\$18,077,138	\$18,497,138	\$337,105	1.8%
<b>Grand Total</b>	<b>\$281,231,286</b>	<b>\$217,183,922</b>	<b>\$245,049,747</b>	<b>\$36,181,539</b>	<b>12.9%</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 second quarter and compares them with the two previous years at the same point in time. During the second quarter of the current year, expenditures have decrease compared to the two prior years, this is due to many of the projects being a continuation from prior year, the pending delivery of replacement buses orders and delays in construction startup.

The majority of the \$41.02 million expended on the Authority’s capital projects through mid-2017 were within three capital categories. These included Preventive Maintenance and other grant funded reimbursements to the Operating Budget at \$20.11 or 49.0% of YTD capital expenditures, the Bus Improvement Program at \$7.82 million or 19.1% of the total, and the Rail Projects category which has generated \$7.38 million or 18.0%. The balance of capital expenditures occurred in smaller amounts within the five remaining categories.

During the remainder of the year programmed capital activities including delivery of 29 diesel buses, Track Bridge projects to address fracture critical issues at Lorain Avenue Bridge and repairs at E. 34<sup>th</sup> Street Bridge. Reconstruction and replacement of W. 65<sup>th</sup> and Puritas Substations, rehabilitation of two Light Rail Crossings, a major track reconstruction project on the Red Line between W. 30<sup>th</sup> and W. 98<sup>th</sup>, reconstruction of the East 34<sup>th</sup> Street Station and completion of the engineering & design for a future project to reconstruct Tracks 10 & 13 at Tower City. These major projects will significantly increase expenditures in the Rail Projects, Bus Improvement Program and Facilities Improvement categories by year end.

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

**CAPITAL EXPENDITURES BY CATEGORY THROUGH SECOND QUARTER**

<b>Category</b>	<b>2017</b>	<b>%</b>	<b>2016</b>	<b>%</b>	<b>2015</b>	<b>%</b>
Bus Garages	\$837,584	2.0%	\$1,470,964	3.2%	\$519,610	0.9%
Bus Improvement Program	\$7,816,742	19.1%	\$6,959,401	15.2%	\$27,046,623	48.4%
Equipment and Vehicles	\$1,603,858	3.9%	\$1,550,972	3.4%	\$949,706	1.7%
Facilities Improvements	\$2,701,839	6.6%	\$2,971,561	6.5%	\$1,525,111	2.7%
Other Projects	\$558,388	1.4%	\$208,714	0.5%	\$1,637,027	2.9%
Preventive Maint/Op. Reimb.	\$20,107,037	49.0%	\$21,103,564	46.0%	\$15,997,854	28.6%
Rail Projects	\$7,379,925	18.0%	\$10,514,643	22.9%	\$7,796,493	14.0%
Transit Centers	\$16,509	0.0%	\$1,067,187	2.3%	\$412,365	0.7%
<b>Grand Total</b>	<b>\$41,021,883</b>	<b>100.0%</b>	<b>\$45,847,005</b>	<b>100.0%</b>	<b>\$55,884,789</b>	<b>100.0%</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**

There are three projects within this category including the soon to be completed Hayden/CBM CNG Building Compliance project, a project to construct an outdoor bus storage area at the Triskett District, and the beginning of a multi-year capital project to prepare the Triskett Garage for CNG buses in the future.

At the end of the second quarter, \$6.13 million of the current \$6.29 million category budget was committed leaving a positive variance of \$160,343 or 2.6%. Total category commitments include \$5.38 million of ITD expenditures and \$745,612 of current encumbrances. At second quarter, \$837,584 in expenditures were generated in all projects within this category reflecting the incremental progress being made towards completion of programmed work.

The added projected commitments of \$10,000 for the remainder of the year will be for completion of CNG building compliance at the Hayden Garage and Central Bus Maintenance Facility. The positive projected variance of \$150,343 or 2.42% at the end of the year in this category is due to project savings and expected closeout of remaining funds within completed projects.

### **Bus Improvement Program**

The Authority's capital program in FY 2017 includes the fourth year of a funded five-year bus and Paratransit bus replacement program. Through the end of June, category commitments total a combined \$37.05 million out of a total budget appropriation of \$47.98 million leaving a positive variance of \$10.93 million, or 22.8 percent.

Year-to-Date expenditures of \$7.82 million within this category includes \$7.75 million for delivery of 16 replacement 40-Ft CNG buses and a small amount of expenditures for various bus spare parts purchased to help maintain the Authority existing bus fleet.

The projected commitment of an additional \$11.66 million in the remainder of the year includes 30 replacement 25-Ft Paratransit vehicles and 14 40-Ft CNG buses. The negative projected variance of -\$726,291, or -1.5%, will be resolved during the third quarter with a pending budget transfer to account for the increase in available grant funds for replacement Paratransit vehicles through the awarding of a Section 5310 award from NOACA.

### **Equipment & Vehicles**

At the end of the second quarter, total commitments of \$13.99 million within this category included \$6.85 million of ITD expenditures and \$7.14 million of current encumbrances resulting in a positive variance of \$2.44 million, or 14.9%. The majority of the current encumbrances, \$4.66 million or nearly 66%, remain within the on-going Fare Collection Equipment project. There has been limited progress in the current year towards completion of outstanding items left on the contracts within this project and completion remains an open-ended issue. Remaining commitments within this category are concentrated within various SOGR equipment & vehicle upgrade projects throughout the Authority.

Current year expenditures within this category totaled \$1.60 million led by \$848,710 within various Information Technology upgrade projects, \$532,278 for various replacement equipment

or upgrades throughout the Authority, and \$195,250 expensed for non-revenue vehicle replacements or leases.

The projected year-end positive variance of \$601,040, or 3.7%, results from projected savings in on-going projects nearing completion and to project activities within multi-year programmed IT projects.

### **Facilities Improvements**

At the end of the second quarter, combined commitments of \$15.81 million in this category included \$11.95 million of ITD expenditures and \$3.86 million of current encumbrances resulting in a positive variance of \$7.31 million, or 31.6%, versus the current category budget of \$23.12 million. During the second quarter, \$2.70 million was expended within the current year for various facility improvements and track bridge rehabilitation.

Projected commitments of \$3.05 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 \$795,707 for additional Asset Maintenance projects throughout the Authority, a combined \$2.26 million for construction and repairs of the Viaduct, Tower City East Portal, Bridge Inspections and the beginning of restoration work at various facilities throughout the Authority.

The projected positive year-end variance of \$4.26 million, or 18.4%, for this category is primarily attributable to the planned closeout of prior year's budget authority remaining within completed projects, construction delays for the Viaduct Drainage & Concrete Repairs Phase II 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 second quarter, this category has combined project commitments of \$2.25 million out of the category budget of \$9.44 million resulting in a positive variance of \$7.19 million or 76.1%.

During the second quarter of the year, a combined \$558,387 of expenditures was generated by projects within this category with \$254,913 or 45.7% for TSA Canine Security Team. The remaining expenditures to date were generated in smaller amounts throughout other projects within this category including \$187,087, Career Pathways, \$53,557 for Senior Transportation Pass-Thru, \$37,830 legal services, and \$25,000 for Greater Cleveland Civic Connections.

Projected commitments of \$533,542 during the remainder of the year include \$359,068 for the Career Pathway Program, \$65,000 from the pass-thru award for the Senior Transportation Connection, \$70,500 for TSA Anti-Terrorism Team and Emergency Preparedness and other smaller amounts scattered throughout this category.

The positive year-end variance of \$6.66 million, or 70.5%, 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, to the inclusion

of the contingency budget for the RTA Development Fund within this category, 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.

Total commitments through the end of the second quarter within this category were \$21.67 million including \$20.0 million of Preventive Maintenance reimbursements and \$106,652 for the multi-year project for ADA Supplemental Trips and Travel Trainer Services. The year-end projected commitment of \$223,880 against a category budget of \$22.61 million will create positive variance of \$714,576, or 3.2% percent.

Projected commitments of \$223,880 during the remainder of the year include additional draws to reimburse the Operating Budget for the cost of providing ADA Supplemental Trips and Travel Trainer services. The projected positive variance at the end of the year of \$714 thousand is entirely due to the multi-year budgeted project for the New Freedom & Travel Trainer program.

### **Rail Projects**

At the end of June, \$102.21 million of the \$136.52 million budget for the Rail Projects category was committed creating a positive variance of \$34.31 million or 25.1%. Total commitments within this category consisted of \$74.07 million of ITD expenditures along with \$28.13 million of current encumbrances.

During the first half of the year, \$7.38 million was expended on various Rail system projects. This included a combined \$5.32 million or, 72% of category expenditures on the rehabilitation of Light Rail Retaining Wall at Buckeye/Woodhill to Shaker Square, finalizing Little Italy Station and pedestrian access walkway, construction at Brookpark Station, Lee-Shaker Green Line and completion of the Track 8 reconstruction project 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 \$10.12 million during the remainder of the year include \$6.84 million for reconstruction work on the Westside Red Line track between W.30<sup>th</sup> – W.98<sup>th</sup> Street, Engineering & Design for the reconstruction of the E. 79<sup>th</sup> Street Station at \$1.02 million, a combined \$690,040 for three additional ADA Key stations at Farnsleigh, E. 116<sup>th</sup> Street, and Lee/Shaker Green Line Station, \$144,540 for pre-construction work on the project to Upgrade and rehabilitation the Authority's Fiber Optic Communications System, and other smaller amounts scattered throughout projects within this category.

The projected positive variance of \$24.19 million, or 17.7%, versus the current category budget at the end of the second quarter is due to delays pending grant amendments for programmed projects, setbacks in expected project timelines, and unanticipated increases in vendor bids for

construction projects. These delays will likely push some programmed capital projects 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 \$757,105, or 4.0% at the end of the second quarter.

In the first half of the year, \$16,509 was expended on capital projects within this category with all generated towards completion of outstanding items on the Clifton Blvd. Enhancement project which opened in FY 2014.

Projected commitments of \$420,000 during the remainder of the year consist of construction work for bus shelter pads for Phase I Opportunity Corridor Project and will result in a positive variance of \$337,105, or 1.8 percent, at the end of the year. The positive variance is due to the remaining balance of pass-thru grant funds for the Cleveland Museum of Art (CMA) project that remain to be drawn and to nearly \$70,000 of uncommitted grant funds for enhancement projects which, at present, do not have an identified and appropriate use.

**Performance Measures**

PERFORMANCE MEASURE		2017 Target	Q 1	Q 2	Q 3	Q 4	Year to Date
Passengers per bus/train hour:							
	Bus	26	25	26	-	-	25
	Rail	64	63	68	-	-	66
	Total	30	29	30	-	-	29
Revenue Vehicle Cost Per Mile (Maintenance & Fuel)		\$2.30	\$2.35	\$2.50	-	-	\$2.42
% Of Scheduled Maintenance Completed (Revenue Vehicles)	Bus	100%	97%	88%	-	-	92%
	Rail	100%	100%	96%	-	-	98%
	Paratransit	100%	100%	98%	-	-	99%

## Critical Success Factors

<b>Passenger Fare Revenue</b>	The Passenger Fare Revenue performance measure is discussed in detail in the Financial Analysis Section of the report.
<b>Preventable Accidents</b>	The GCRTA <u>Preventable Collision Rate (PCR)</u> TEAM goal for 2017 is 1.40. The 2017 YTD 2nd Quarter PCR is 1.36, which is 2.9% lower than the TEAM goal and 14.5% lower than the 1.59 PCR for the same period in 2016. Total preventable collisions decreased 19.4% to 162 from 201. Mileage decreased 5.2%
<b>Total Collision Rate</b>	The GCRTA <u>Total Collision Rate (TCR)</u> for the 2017 YTD 2nd Quarter is 3.57, which is 12.1% lower than the 4.06 TCR for the same period in 2016. Total collisions decreased 16.6% to from 512 to 427.
<b>On the Job Injury Rate</b>	The GCRTA 2017 TEAM Injury Rate Goal is 10.0. The 2017 YTD 2nd Quarter Injury Rate of 9.05 is 9.5% below the TEAM Goal and 2.6% below the 9.29 Injury Rate for the same period in 2016. Total injuries decreased by six from 88 in 2016 to 82 in 2017.
<b>Number of Miles between Service Interruption</b>	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 second quarter of 2017, the YTD figure for No. of Miles Between Service Interruption was 14,125 miles, as compared to 12,196 miles for 2016, which represents a 15.82% improvement in this indicator.
<b>On-Time Performance</b>	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 second quarter of 2017 for bus, light rail, and heavy rail was approximately 75%, as compared to 66% for 2016, representing a 13.64% improvement in this TEAM measure.
<b>Ridership</b>	<p>We ended the quarter with a total of 10 million; a decrease of 10.15%, or 1.31 million less rides compared to 2016. Average weekday ridership decreased 10%, or approximately 15,000 less daily trips taken. Ridership decrease is consistent with a national trend resulting from continue low gas prices. In Cleveland, that national trend was amplified by a reduction in service and a fare increase.</p> <p>Bus ridership decreased approximately 12.5% by the end of the second quarter. Healthline monthly ridership remained steady and experienced a 7.5% increase for the quarter. Rail ridership decreased by 10%. During the second quarter, the Red Line</p>

**Ridership Cont'd**

ridership decreased by 174,702 rides, or 10.4%. Blue and Green Line ridership decreased by 9.96%, or 61,129 less rides. Rail ridership was impacted by scheduled shut downs to allow for work on a number of asset maintenance projects including the conclusion of a two week track project on the through-track at Tower, a total east side shut down (2 days), a shut down between Puritas and the Airport (2 days) for continuing construction work on the new Brookpark Station, and a weekend shutdown of the Green Line east of Shaker Square to allow for continued work on the Lee-Shaker Station.

**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 31,974 customers was received for the second quarter of 2017, as compared to one request for approximately every 39,641 customers received for the same period in 2016, representing a 19.34% 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 second quarter of 2017, the unscheduled absence percentage was 5.9% which, when compared to 5.7% for 2016, shows a 3.51% decline in attendance.

**Second Quarter Initiatives and Special Promotions to Increase Ridership**

During the second quarter, several new clients signed up for the Commuter Advantage Program, including: Chase Home Mortgage, HKM Direct, Aristocrat Skilled Nursing, Dollar Bank, Ohio Citizens Action, Campus District, VNA, and Cleveland 2030 District.

In June, we kicked off our Rider Reward Program with over 30 local organizations partnering with RTA to offer riders discounts simply by showing their RTA farecards. Partner locations include many of the Museums in University Circle, local restaurants, and downtown shops. This promotion provides exposure to new locations along the system to RTA riders, with the hopes that they become repeat customers.

A new promotion began in the second quarter called Summer Jam Sessions. A few times a month, a pop up concert will be performed near RTA service. The first concert was held on June 12 at Public Square and featured the Speedbumps. The second concert was held on June 19 in Market Square Park, featuring Kevin Conwell and the Footprints. This has been a great way to get organic social media content with many people sharing their experiences at the pop up shows on Facebook and Twitter. RTA is partnering with University Circle Inc. to find the talent to perform. Random acts of music continue to happen on RTA throughout the summer.

RTA has again partnered with University Circle, Inc. on events throughout the summer. The kickoff was Parade the Circle and the Little Italy Ice Cream Social and Artwalk. Our street team was present at both of these events, as well as Wade Oval Wednesdays and Edgewater Live, to pass out t-shirts and other promotional materials on Kids Ride Free, the RTA CLE mobile fare payment app, and Transitapp.

During the second quarter, RTA participated in several community events throughout the Greater Cleveland area including speaking engagements and informational sessions at the Ernfelt Senior Center, Foster Point Apartments, Owl's Nest Apartments, Skyline Towers, Forrest Hills Terrace, Rainbow Terrace, Koinonia Village Apartments, Mother Theresa Commons, Mother Theresa Manor, Alexia Lourexis Open House and Resource Fair, Gates Mills Villa, Caresource Community Agency Meeting, Case Western Reserve Sustainability Transportation Fair, Cleveland State University Earthfest, Ready to Ride presentations at NEORSD, and the Ward 5 Community Festival. RTA also attended collaborative meetings in the following communities: East Cleveland, Harvard/Union-Miles, Central-to-Central, and Glenville. 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 21.3%. 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 period of April 1, 2017 – June, 30, 2017 represents the third 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. DBE dollars awarded during the third quarter on contracts greater than \$100,000 totaled **\$1,065,979 or 16.5%**. Year-to-date DBE dollar and percent participation for FFY 2017 total **\$1,738,300 or 14.5%** on contracts of \$12,008,003.

#### QUARTERLY - PARTICIPATION OF DBE FIRMS BY CLASSIFICATION (April 1, 2017 – June 30, 2017)

Classification	1st. Quarter Oct. 1 – Dec. 31		2 <sup>nd</sup> Quarter Jan. 1 –March 31		3 <sup>rd</sup> Quarter April 1 – June 30	
	African American	\$268,096	85.2%	\$285,395	79.8%	\$410,471
Asian	0	0	\$47,090	13.2%	\$23,389	2.2%
Caucasian Female	0	0	\$25,000	7.0%	\$426,920	40.0%
Native American	0	0	0	0	0	0
Hispanic	\$46,740	14.8%	0	0	\$205,199	19.3%
<b>TOTAL</b>	<b>\$314,836</b>	<b>100.0%</b>	<b>\$357,485</b>	<b>100.0%</b>	<b>\$1,065,979</b>	<b>100.0%</b>

#### CURRENT QUARTER - DBE PERFORMANCE BY CONTRACT CATEGORY (April 1, 2017 – June 30, 2017)

	Construction	Professional Services	Equipment & Supply	Total
<b>DBE Dollars</b>	\$1,002.,979	\$63,000	0	\$1,065,979
<b>All Dollars</b>	\$5,831,190	\$450,000	\$178,187	\$6,459,377
<b>% DBE Participation</b>	<b>17.2%</b>	<b>14.0%</b>	<b>0.0%</b>	<b>16.5%</b>

**YEAR TO DATE  
DBE PERFORMANCE BY QUARTER  
(October 1, 2016 – June 30, 2017)**

	<b>Total Contracts</b>	<b>DBE Participation</b>	<b>% DBE Participation</b>
<b>1st Qtr.</b>	<b>\$3,493,730</b>	<b>\$314,836</b>	<b>9.0%</b>
<b>2<sup>nd</sup> Qtr.</b>	<b>\$2,054,976</b>	<b>\$357,485</b>	<b>17.4%</b>
<b>3rd Qtr.</b>	<b>\$6,459,377</b>	<b>\$1,065,979</b>	<b>16.5%</b>
<b>4th Qtr.</b>			
<b>TOTAL</b>	<b>\$12,008,003</b>	<b>\$1,738,300</b>	<b>14.5%</b>

**Office of Business Development Activities**

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

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

- New Certification: 2
- Re-Certification: 14
- On-Site Visit: 8

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

- Completed 24 Goal Settings
- Reviewed 22 Certified Payrolls

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

- Attended American Contract Compliance Association meeting
- Attended DBE Civil Rights Symposium in Columbus
- Participated in Business to Business Matchmaker at Progressive Field
- Attended DBE Training in Columbus hosted by ODOT

**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		2015 Total		2016 Total		First Quarter		Second Quarter		3 – Year Total Target to Date	
	Minority	Female	Minority	Female	Minority	Female	Minority	Female	Minority	Female	Minority	Female
<b>Affirmative Action:</b>												
Officials/Administrators	N/A	4	N/A	3	N/A	4	N/A	0	N/A	0	N/A	7
Professionals	N/A	28	N/A	22	N/A	33	N/A	4	N/A	1	N/A	60
Technicians	N/A	29	N/A	7	N/A	8	N/A	1	N/A	0	N/A	16
Protective Services	N/A	4	N/A	4	N/A	4	N/A	1	N/A	0	N/A	9
Administrative Support	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Semi & Skilled Craft	N/A	20	N/A	1	N/A	1	N/A	1	N/A	0	N/A	3
Service Maintenance	N/A	106	N/A	201	N/A	292	N/A	17	N/A	27	N/A	537
<b>Total</b>	N/A	191	N/A	238	N/A	342	N/A	24	N/A	28	N/A	632

The numbers reported for the 2<sup>nd</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
<b><u>Bridges</u></b>		
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. Construction completed. Project closed. This is last report.
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: \$281,221	Board awarded contract on October 21, 2014. Construction Notice to Proceed issued June 22, 2016. Consultant provided construction administration services. Construction completed. Project in close-out.
CSX/E. 92 <sup>nd</sup> Track Bridge Rehabilitation Construction (27W)	Contractor: Suburban Maintenance & Construction  Construction Cost: \$2,070,223	Board awarded contract on May 10, 2016. Notice to Proceed issued June 22, 2016. Construction completed. Project in close-out.
Trunk Line Retaining Walls (14.97)	Rehabilitate guard walls along Shaker Blvd. between Buckeye-Woodhill & Shaker Square Consultant: ms consultants  Design: \$259,261	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.

Trunk Line Retaining Walls  
(14.97)

Rehabilitate guard walls  
along Shaker Blvd.  
Contractor: EnviroCom  
Construction

Notice to Proceed issued on  
December 7, 2016. Guardwall  
concrete curb and brick installation is  
complete. Project at 95% completion.

Construction Cost:  
\$1,081,948

**Track & Signal**

Trunk Line Signaling  
(12D)

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

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.

Estimate: \$8,000,000

Nine Light Rail Grade  
Crossings  
Design  
(23V5)

Engineering services for  
reconstruction of nine Light  
Rail grade crossings  
Consultant: TranSystems

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 has  
completed 2 out of 3 crossings.  
Consultant is providing construction  
services for final crossing.

Design Cost: \$546,394

Nine Light Rail Grade  
Crossings Construction  
(23V5 Phase 3)

Reconstruction of Final  
Three of Nine Grade  
Crossings  
Contractor: Delta RR

Project was awarded to Delta RR at  
February 21, 2017 Board Meeting.  
Notice to Proceed issued March 10,  
2017. The three grade crossing are:  
Green Line-Courland Blvd., Blue  
Line-Onaway Rd., and Kenmore Rd.  
Only Onaway remains to be  
reconstructed and is scheduled for  
September 16-24, 2017.

Construction Cost:  
\$2,146,650

West 65 Substation  
Replacement  
(23Z)

Substation  
Reconstruction

Design completed in-house. Bids  
are due on August 16, 2017.

Puritas Substation Replacement Design (60A)	Furnish and Install Modular Substation	Project being designed in-house.
Warrensville/Van Aken Substation Replacement (16.36)	Furnish and Install Modular Warrensville/ Van Aken Substation	Working with The Illuminating Company for service to new site. Awaiting Phase II environmental assessment before demolition project can be initiated. Modular Substation to be relocated. Comfort station to remain near existing site.

**Passenger Facilities**

*Rapid Stations*

Brookpark Rapid Transit Station Design (24J(c)) ARRA	A/E services for design of Brookpark Station Consultant: Bialosky + Partners	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.
Cost: \$1,337,317		
Brookpark Rapid Transit Station Construction (24J(c))	Reconstruction of the Brookpark Station Contractor: Mid-American Construction, LLC	NTP issued May 11, 2015. East Station and Headhouse approximately 99% complete, West Station approximately 95% complete. Contractor did not meet the substantial completion date of March 26, 2017. Substantial completion was reached June 9, 2017. Workforce has been inadequate to maintain schedule. Meetings with contractor/broker ongoing. East Building opened on April 10, 2017. West Building still not open pending punch list resolution.
Cost: \$12,385,414		

<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. Contractor/broker has finally submitted close-out paperwork over 2 years after completion.</p>
<p>E. 34<sup>th</sup> St. Station Reconstruction Design (24M)</p>	<p>Reconstruction of the E. 34<sup>th</sup> Station Consultant: WSP/PB  Cost: \$679,640</p>	<p>Notice to Proceed issued October 27, 2015. Project successfully bid March 9, 2016. Construction Notice to Proceed issued June 14, 2017. Consultant is providing construction administration services.</p>
<p>E. 34<sup>th</sup> St. Station Reconstruction Construction (24M)</p>	<p>Reconstruction of E. 34<sup>th</sup> Station Contractor: Panzica  Construction Cost: \$6,015,000</p>	<p>Project awarded at April 25, 2017 Board Meeting. Notice to Proceed issued June 14, 2017. Contractor has begun clearing the site.</p>
<p>Little Italy -University Circle Station Design (24P)</p>	<p>ADA rehabilitation of station and transit track bridge reconstruction Consultant: City Architecture  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 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>

<p>Mayfield Road Pedestrian Enhancements (24P-2)</p>	<p>Lighting, railing, signage and sidewalk improvements                  Contractor: EnviroCom                   Cost: \$1,528,479</p>	<p>Project awarded at June 14, 2016 Board Meeting. Notice to Proceed issued August 11, 2016. Sidewalk and abutment work completed.                   North side work complete. South side work completed. Concrete work completed.</p>
<p>Mayfield Road Art Lighting (24P-PA)</p>	<p>Design &amp; Programming of Remaining Lighting under Bridge                  Contractor: Uplight                   \$25,120 (+\$6,000 Travel)</p>	<p>Public Art Contract to be awarded to Uplight for completion of Public Art lighting under the bridge.</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 late 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. A/E is providing construction support services.</p>
<p>Lee-Shaker Station ADA Construction (24T)</p>	<p>ADA Rehab of Lee-Shaker Station                  Contractor: Schirmer                   Construction Cost: \$1,440,000</p>	<p>Permanent platform construction competed. Footers and utility work completed. Ramps and canopies installed.</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                  Consultant: TranSystems                   Cost Estimate: \$797,397</p>	<p>NTP issued April 9, 2015. Design completed. A/E provided construction support services. Construction completed. Project closed. This is last report.</p>
<p>Track 8 Reconstruction and Track 7 Rehabilitation (52F-BP 2)</p>	<p>Contractor: Delta Railroad Construction                   Construction Cost: \$5,089,931</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 replaced and completed. Project closed. This is last report.</p>
<p>Red Line West Track Work West 30<sup>th</sup> to W. 98<sup>th</sup> (52I)</p>	<p>Contractor: Railworks                   Construction Cost: \$6,838,402</p>	<p>Board awarded contract on July 18, 2017.</p>
<p>Buckeye-Woodhill Track Replacement (52L)</p>	<p>Contractor: Railworks                   Construction Cost: \$899,310</p>	<p>Notice to Proceed issued June 12, 2017. Majority of work to occur during a rail shutdown scheduled for September 16-24, 2017.</p>

**System Expansions**

**Maintenance Facilities**

<p>Infrastructure Upgrades @ Hayden &amp; CBMF for CNG (61B)</p>	<p>Upgrade facilities for CNG fueling at Hayden, CBMF and Triskett                  Consultant: Wendel                   Cost: \$553,023</p>	<p>Board awarded contract on October 21, 2014. Design completed. Support to Construction of improvements continuing. Triskett plans and specifications received.</p>
<p>CNG Heavy Maintenance Infrastructure Upgrades at Hayden &amp; CBMF (61B-c)</p>	<p>Contractor: EnviroCom Constr., Inc.                   Construction Cost: \$2,521,305</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 completed at both garages. Awaiting respective occupancy permits.</p>

CNG Backup Generator at  
CBMF  
(61B-f)

Contractor: Einheit Electric  
Construction Co.

Construction Cost:  
\$695,507

Board awarded contract June 14,  
2016. Notice to proceed July 25,  
2016. Generator on site and working.  
Project is completed. Closeout  
underway. This is last report.

**Planning**

Clifton Blvd. Transit  
Enhancement Public Art  
(51-PA)

Solicitation for decorative  
poles and gateway  
elements

Artist: John Bannon

Estimate: \$75,000

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. Third 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. Lakewood withdrew its  
support as well. RTA is working with  
the artist to finalize invoices for project  
closure.

Opportunity  
Corridor Improvements  
(15.97)

Opportunity Corridor TWE  
Improvements on E. 105<sup>th</sup>

Budget: \$420,000

Project funded by ODOT to improve  
E. 105<sup>th</sup> bus stop areas at Cedar,  
Carnegie, Euclid & Chester. Working  
with City, ODOT & Clinic to determine  
project requirements for bidding.  
Station elements have essentially  
been finalized. Preparing renderings  
for submission to the Clinic. RFP  
being completed.

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: \$48,560

Task orders have been issued for  
design enhanced commissioning for  
University-Cedar station \$10,560 and  
construction commissioning \$10,000.  
Lee-Van Aken station design  
fundamental commissioning \$4,360  
and construction commissioning  
\$5,000. Brookpark station design  
enhanced commissioning \$6,500 is  
underway.

<p>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. First Art call solicitations received on February 3, 2017 with only 4 received. Have resolicited with additional outreach. Proposals received on May 8, 2017. Selection is scheduled on August 11, 2017.</p>
<p>E. 116<sup>th</sup> Street Public Art (16.95)</p>	<p>Public Art Solicitation Artist: Beatrice Coron and Land Studio  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 has been developed. The scope however is now being modified to reflect the addition of the RTA sign to the artist's work.</p>
<p>Transit Alternative Development for W. 25<sup>th</sup> Street Corridor (17.49)</p>	<p>Transit Planning for BRT on W. 25<sup>th</sup> Street Contractor: Cleveland Neighborhood Progress Cost: \$30,000</p>	<p>Project provides additional design data, cost, and analysis for a BRT on W. 25<sup>th</sup> street. The consultant will deliver information required by FTA for New Starts submission.</p>

Greater Cleveland Regional Transit Authority  
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