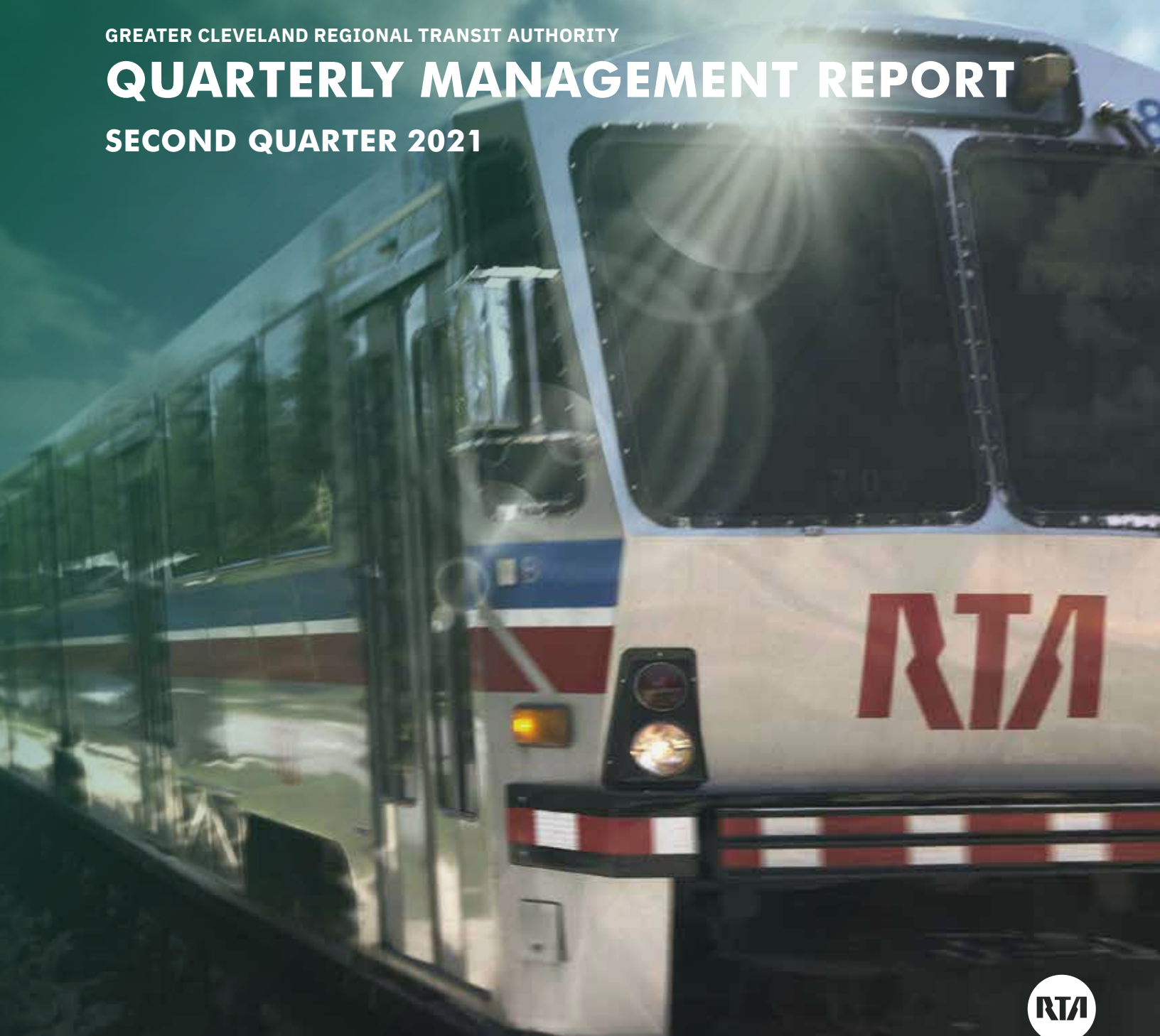


# Q2

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

## QUARTERLY MANAGEMENT REPORT

SECOND QUARTER 2021



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From the General Manager



The second quarter began by unveiling our new Mission, Vision and Values to our employees and our community. The new Mission, Vision and Values are the guiding principles of success for GCRTA as we implement our strategic plan.

- Mission: Connecting the Community
- Vision: Leading the delivery of safe and creative mobility solutions and community connections.
- Values: Safety, Ethics & Integrity, Service Excellence, Fiscal Responsibility, Teamwork, Responsibility & Accountability, Respect, Diversity & Inclusion, Innovation

The new mission, *Connecting the Community*, was the framework for the system redesign, NEXT GEN RTA, and sets the tone for our work going forward, as the city’s provider of connectivity and access via public transportation. The mission frames transportation as a contributor to economic growth by connecting riders to jobs, education, medical appointments, shopping, and more. As our team developed NEXT GEN RTA, the demographic and needs of our riders were the driving force. RTA’s ridership demographics are:

- 79% minority
- 37% earn less than \$15,000 annually; 60% earn less than \$35,000 annually
- 26% students
- 77% transit dependent; 54% without a driver’s license

Recognizing these demographics, NEXT GEN RTA was developed to provide:

- Shorter wait times during the week with some offerings of seven day a week service.
- Better connectivity between neighborhoods with more “one-seat” ride trips.
- Access to 11% more jobs with commutes of less than 60 minutes.
- Increased service within a ½ mile walk of frequent service for 167,000 more people.
- Transit service within a ½ mile walk for 8400 more people.
- Frequent transit service within a ½ mile walk, providing access to 50,000 more jobs.

The system redesign provides our passengers with greater frequency of service and improved connectivity. Additionally, NEXT GEN RTA increases transportation mobility by providing more cross-town routes thereby allowing passengers more access to employment, education, healthcare facilities, and more. NEXT GEN RTA service began on June 13, 2021 and was supported by an offering of free rides on all modes of transportation for the first week of service.

Our teams within the Human Resources and Marketing & Communications areas have partnered to design a recruitment campaign to operators as well as mechanics. The campaign ran for two months and utilized advertisements on multiple social media channels, including Facebook, Instagram, Google and ZipRecruiter. Also utilized were interior cards on all vehicles, printed and digital posters at train stations and transit centers, a radio campaign, two wrapped buses, and onboard messages on all vehicles. The campaign concluded on July 2, 2021 and our teams are working on a second phase to continue our recruitment efforts.

We also have made a commitment to utilizing leading edge technology and have embarked on migrating many systems to cloud-based applications. Last year, we upgraded our time keeping system, Kronos, and started the process of migrating our email and Oracle SaaS system.

The migration of our email system from GroupWise to Microsoft 365 began during the fourth quarter of 2020 with the migration completed during the third quarter of 2021. Meanwhile, the team is also working with staff on the migration of our current on premise Oracle system to the cloud-based Oracle SaaS system. Oracle SaaS is used to manage and report on daily business activities of the organization. Once each of these are complete, it will streamline workflows and processes as well as enhance efficiency throughout the Authority. Furthermore, it will improve our ability to service our customers both internally and externally.

In response to COVID, RTA has received three federal stimulus packages totaling \$315 million. These resources have been strategically allocated to mitigate operating losses as a result of COVID-19. The use of the grant funds have allowed GCRTA to stabilize our 2020 loss of \$20 million, as well as our projected losses of \$50.2 million in 2021 and 2022 (\$46.8 million). Equally as important, the funds are enabling us to ensure long-term stability for the agency and create opportunities to retire debt through defeasance. The resources will be prioritized to primarily support three key areas: operating budget, funding previously-unfunded capital projects and the reduction of debt.

As we move into the next quarter, our “You Drive Us” marketing campaign will expand. This invigorating campaign has been designed to engage with our customers and employees to inform them that their needs drive us to provide the best services possible, always in line with the needs of the community. It promotes that we are listening to our riders and making changes to improve the system for them. The key messages will be advertised throughout NEXT GEN RTA, the addition of free WiFi on all vehicles, in train stations and transit centers, the price reduction of our All Day pass, and via our safety measures to keep riders safe from COVID-19.

This quarter has been exciting and I look forward to what we will accomplish in the coming months.

Sincerely,



India L. Birdsong

General Manager, Chief Executive Officer

**FINANCIAL ANALYSIS**

**Amended General Fund Balance Analysis**

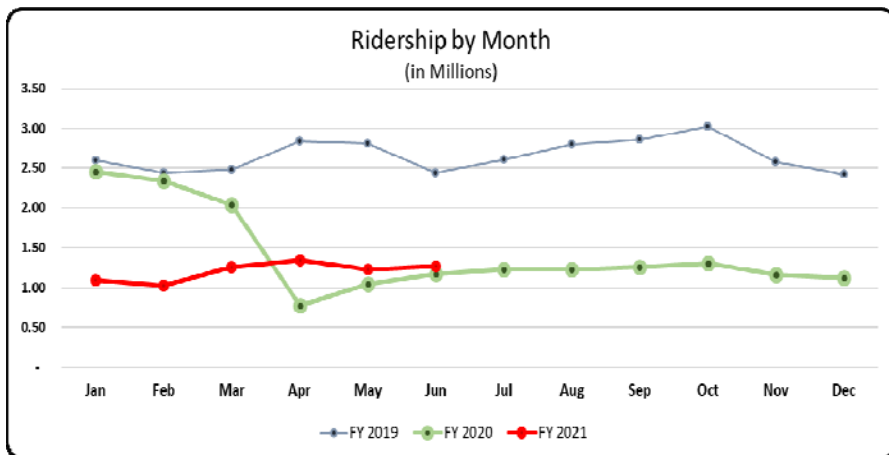
	2020 Actual	2021 Amended Budget	2021 Q2 Budget	2021 Q2 Actual
<b>Beginning Balance</b>	\$ 41,577,395	\$ 133,581,757	\$ 133,581,757	\$ 133,581,757
<b>Revenue</b>				
Passenger Fares	24,044,664	27,814,100	13,343,678	10,385,873
Advertising & Concessions	2,337,735	1,803,916	1,321,528	627,727
Sales & Use Tax	210,147,468	215,720,056	105,788,061	112,426,681
Federal Operating Assistance - CARES Act	111,977,170	0	0	0
Federal Operating Assistance - CRRSAA	0	67,416,467	47,416,467	56,721,278
Federal Operating Assistance - ARP	0	68,100,000	0	0
Investment Income	698,786	2,069,958	1,139,650	49,538
Other Revenue	364,250	1,348,918	611,542	303,223
Reimbursed Expenditures	26,963,719	19,413,919	11,208,401	8,505,402
<b>Total Revenue</b>	<b>376,533,792</b>	<b>403,687,334</b>	<b>180,829,327</b>	<b>189,019,722</b>
<b>Total Resources</b>	<b>418,111,187</b>	<b>537,269,091</b>	<b>314,411,084</b>	<b>322,601,479</b>
<b>Operating Expenditures</b>				
Salaries and Overtime	138,668,611	143,376,531	70,965,163	67,632,971
Payroll Taxes and Fringes	52,142,719	54,276,628	26,457,050	28,700,313
Fuel ( Diesel, CNG, Prop. Pwr., Gas)	8,780,650	8,182,600	5,565,823	4,401,120
Utilities	3,576,408	5,614,454	2,088,768	2,270,964
Inventory	13,341,465	13,100,000	6,550,000	7,588,572
Services and Material & Supplies	18,809,509	21,157,429	10,578,714	8,944,977
Purchase Transportation	7,599,160	9,850,000	4,600,000	2,738,067
Other Expenditures	3,783,813	6,928,856	3,444,428	3,440,631
<b>Total Operating Expenditures</b>	<b>246,702,334</b>	<b>262,486,498</b>	<b>130,249,946</b>	<b>125,717,615</b>
<b>Transfers to (from) Other Funds</b>				
Transfer to (from) the Insurance Fund	0	2,100,000	2,000,000	2,000,000
Transfer to (from) the Pension Fund	50,000	45,000	45,000	43,956
Transfers to Reserve Fund	10,878,615	10,878,615	10,878,615	10,878,615
Transfers from the Reserve Fund	(1,450,000)			
<b>Transfers to (from) Capital</b>				
Bond Retirement Fund	14,950,956	13,835,408	6,917,704	13,835,408
Bond Defeasance	0	62,000,000	62,000,000	0
Capital Improvement Fund	13,397,525	105,398,859	36,398,859	36,361,556
<b>Total Transfers to (from) Capital</b>	<b>28,348,481</b>	<b>181,234,267</b>	<b>105,316,563</b>	<b>50,196,964</b>
<b>Total Transfers to (from) Other Funds</b>	<b>37,827,096</b>	<b>194,257,882</b>	<b>118,240,178</b>	<b>63,119,535</b>
<b>Total Expenditures</b>	<b>284,529,430</b>	<b>456,744,380</b>	<b>248,490,124</b>	<b>188,837,150</b>
<b>Available Ending Balance</b>	<b>\$ 133,581,757</b>	<b>\$ 80,524,711</b>	<b>\$ 65,920,959</b>	<b>\$ 133,764,328</b>

Figure 1: General Fund Balance Analysis 2021

**General Fund Balance Analysis & Operating Analysis**

The President signed the Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA) in December 2020 and the American Rescue Plan (ARP) in March 2021. Similar to the Coronavirus Aid and Relief Economic Security Act (CARES Act), the funding is to provide stability for the Authority. This funding will be used to pay for the Authority’s operating expenses, less passenger fares collected. The Authority drew down all \$67.4 million of the CRRSAA funding by July. The Authority was awarded \$136.2 million of ARP funding. The drawdowns for ARP are expected to begin in August.

In June, the Authority implemented the NeXt Gen system, which provides greater frequency and connectivity for the Greater Cleveland area. To ease the transition into the new service, the Authority offered free fares for the first week of NeXt Gen. Ridership increased by nearly 13% during that week. The average ridership from March through June was 286,000 riders per month.



Ridership has increased slightly after the economy started rebounding from the COVID-19 pandemic. Figure 3 shows the monthly ridership for 2019, 2020, and 2021. Through the Second Quarter, Passenger Fare Revenue was down 23.4% compared to 2020 and down 22.2% compared to budget.

Figure 2: Ridership

Through July, Sales & Use Tax receipts were 11.9% higher than 2020 and 8.7% higher than budget.

June receipts were 33.2% and 55.4% higher than 2020 receipts, respectively. The categories with the highest increases for June were on-line sales, sales of motor vehicles & watercraft, and regular/statewide sales. These receipts were from activity in March. There is a 3 month lag between when the purchase occurred and when the Authority receives the funding from the state. This increase in activity is largely due to the 3<sup>rd</sup> stimulus check of \$1,400, which began distribution in March. Through the Second Quarter, Operating Revenue totaled \$189.0 million, a 4.5% increase from budget.

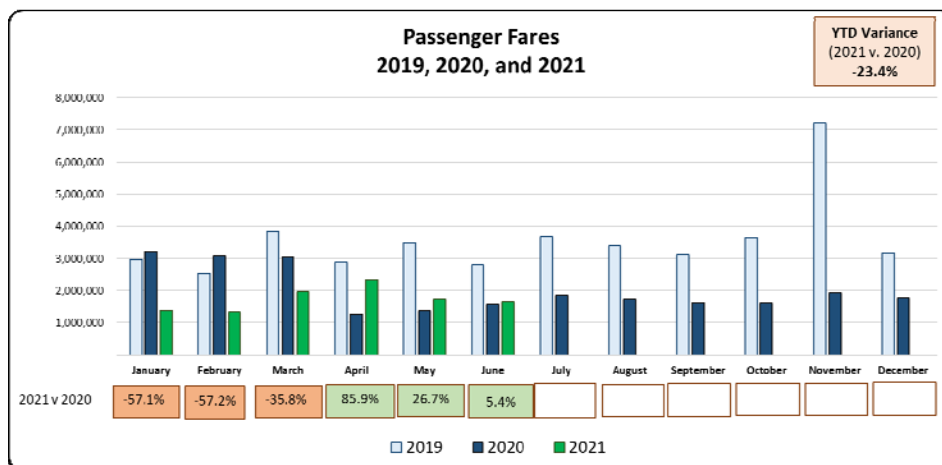


Figure 3: Passenger Fares

Total Operating Expenses ended the quarter 3.5% below budgeted levels. Total personnel expenses (salaries, overtime, payroll taxes and fringes) were 1.1% lower than budget.

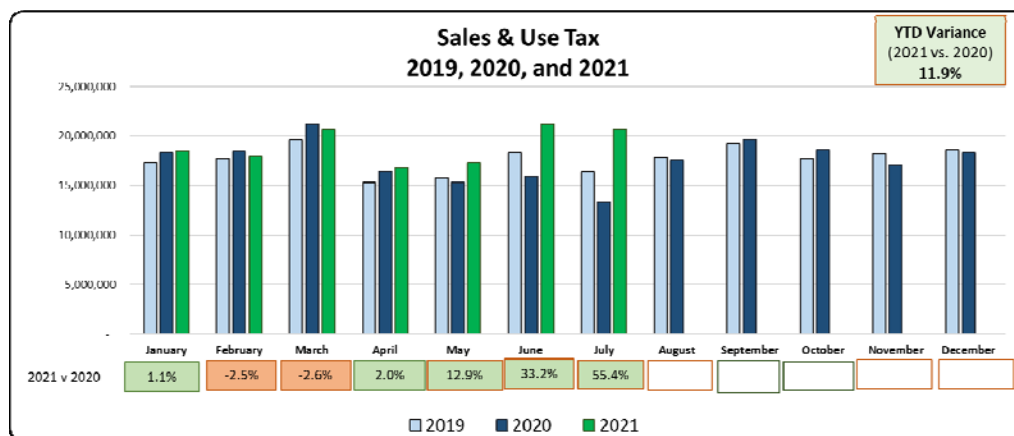


Figure 4: Sales & Use Tax

Health care expenses were higher than budgeted in the first half of the year due to an increase in health care claims. This trend is projected to continue through the remainder of the year.

The Energy Price Risk Management Program continues to stabilize fuel costs.

The Authority’s diesel fuel usage has continued to decrease due to the implementation of additional Compressed Natural Gas (CNG) buses into service and retiring older diesel buses. Fuel costs were 20.9% below budgeted levels.

Transfers to other funds are to support the expected expenditures and maintain the recommended balances for the Bond Retirement, Insurance, Supplemental Pension, Capital Improvement, and Reserve Funds. Most of the transfers to the Insurance Fund, Pension Fund, Reserve Fund, and Capital Improvement Fund occurred in June, totaling \$63.2 million. The Board approved an increase to the General Fund by \$62.0 million for the Bond Defeasance. The budget was increased but the transfer will not occur until July.

## **BOARD POLICY GOALS**

2021 Amended Budget Financial Policy Goals						
	Goal	2020 Actual	2021 Amended Budget	2021 Q1 Budget	2021 Q1 Actual	
Operating Efficiency	Operating Ratio	≥ 25%	11.0%	12.1%	12.2%	8.8%
	Cost per Service Hour		\$195.9	\$157.4	calculated at year-end	
	Growth per Year	≤ Rate of Inflation	49.7%	-19.7%		
	Operating Reserve (Months)	≥ 1 month	6.5	3.7	6.1	12.8
Capital Efficiency	Debt Service Coverage	≥ 1.5	9.72	2.13	1.85	2.02
	Sales Tax Contribution to Capital	≥ 10%	13.5%	84.0%	99.6%	44.6%
	Capital Maintenance to Expansion	75% - 90%	100.0%	100.0%	100.0%	100.0%

### **Operating Efficiency**

The policy goal is to maintain an **Operating Ratio** of at least 25 percent. This ratio shows the efficiency of management by comparing operating expenses to operating revenues (Passenger Fares, Advertising & Concessions, and Investment Income). At the end of the Second Quarter, the Operating Ratio is 8.8% due to the decrease in ridership from the COVID pandemic. Passenger Fare Revenue is lower by 23.4% compared to 2020. The

**Figure 5: Board Financial Policy**

Authority projects that it will take a few years for ridership to return to pre-COVID levels. (Figure 5)

The target of the **Cost per Hour of Service** measure is for such service to be maintained at or below the rate of inflation. The Federal Reserve projected inflation to remain under 2% in 2021. The Cost per Hour of Service is a measure of service efficiency, dividing total operating expenses by total service hours. This rate will be calculated at year-end.

**Operating Reserve is targeted for a period of 30 Days or 1 Month**, which requires the available cash and cash equivalents to be one month of operating expenses to cover any unforeseen or extraordinary fluctuations in revenues or expenses. At the end of the First Quarter, the Operating Reserve is 12.8 months. This is expected to decrease to 6.1 months in July, when the bond defeasance transfer is made.

**Capital Efficiency**

The **Debt Service Coverage** ratio is the measure of the Authority's ability to meet annual interest and principal payments on its outstanding debt. The goal is for the debt service coverage to be 1.5 or above, and compares total operating resources (net of operating costs and transfers to the Insurance, Capital, and Pension Funds) with the Authority's debt service needs. At the end of the Second Quarter, the Debt Service Coverage is 2.02, exceeding the policy goal. The bond defeasance will have an impact on the future debt service coverage.

The **Sales Tax Contribution to Capital** is a measure of the level of commitment to longer-term capital needs by determining the percentage of the sales tax revenues that is to be allocated directly to the Capital Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments. This indicator is currently at 44.6% percent, but we expect this measure to increase to 99.6% once the bond defeasance transfer is made.

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



**Capital Commitments and Expenditures**

**Capital Revenues**

Under the Federal Grant Program there are 37 active grant awards: 28 are within the Formula Grant awards category and 9 are either highly competitive or discretionary grants.

The Formula Grants include \$85.0 million in funding from:

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

Competitive grants total \$36.2 million that have been received and identified for Fiscal Year (FY) 2021 which include:

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

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) awarded GCRTA a grant of \$67,416,467 for operating assistance to mitigate the impact of the pandemic on the authority’s operating budget. Also due to the pandemic, \$972,777 was received for Ride to Community Immunity and \$200,000 was received for Covid Mass Vaccination Security to mitigate the impact of the pandemic.

The Strategic Plan initiative is to apply for and successfully obtain at least \$20 million of competitive awards each year, which would enable the Authority to focus on its State of Good Repair (SOGR) projects. These and other Capital projects are explained in further detail in the Capital Commitments sections. As capital projects are inception-to-date, the competitive awards totaling \$36.2 million have been received prior to end of the second quarter. Table 1 shows the funding sources, including competitive awards, funds committed through the life of the award, and funding available as of first quarter 2021. The following are the competitive awards:

- \$5.6 million for 7 60-FT BRT Artics
- \$2.9 million for 25 40-FT CNG Buses
- \$4.4 million for 20 40-FT CNG Buses
- \$3.4 million for 9 MCI Commuter Coaches
- \$877,810 for 10 25-FT Paratransit Vehicles
- \$3.3 million for Triskett CNG Building Compliance
- \$1.4 million for Red Line Curve Replacement
- \$1.1 million for Red Line Brookpark 515 Track Switch
- \$382,915 for S Curve Retaining Wall Repairs
- \$250,000 for Asset Maintenance Software Database
- \$11.4 million for Radio CAD-AVL Replacement
- \$420,000 for TOD Transportation Studies

ITD Funding Source Totals

Funding Source	Appropriated Funds	Funds Committed	Funds Available	Percentage of Funds Remaining
Formula Funds	\$153,539,785	\$132,563,516	\$20,976,268	53.81%
Local Funds	205,452,376	189,516,937	15,935,440	40.88%
Competitive Funds	28,933,851	27,130,492	1,803,358	4.63%
State Funds	-	-	-	0.00%
Other Funds	2,128,475	1,861,405	267,070	0.68%
<b>Grand Total</b>	<b>\$390,054,487</b>	<b>\$351,072,350</b>	<b>\$38,982,136</b>	<b>100%</b>

Figure 6

(Table 1)

**Commitments by Capital Category**

The capital program is based on a multi-year or Inception-to-Date (ITD) approach. The total capital appropriations of \$609.7 million for FY 2021 include appropriations of \$331.3 million for FY 2021 and \$278.4 million of prior year carryover, which are displayed in Table 2.

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

At the end of the 2<sup>nd</sup> Quarter, project commitments totaled \$351.1 million, including \$158.4 million of ITD expenditures and \$192.7 million of current encumbrances, resulting in \$258.6 million, or 42.4%, of available funding. Most capital activities during the second quarter were for continuation of projects that began in prior fiscal years or in preparation for planned FY 2021 construction projects and preventative maintenance/operating budget reimbursements. These projects continue to focus on the State of Good Repair (SOGR) of the Authority’s capital assets. Projected activities within the RTA Capital and Development Funds during the remainder of 2021 will result in estimated total commitments of \$479.17 million and available funding of \$130.53 million, or 21.4%.

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

2<sup>nd</sup> Quarter 2021 Combined Capital Program

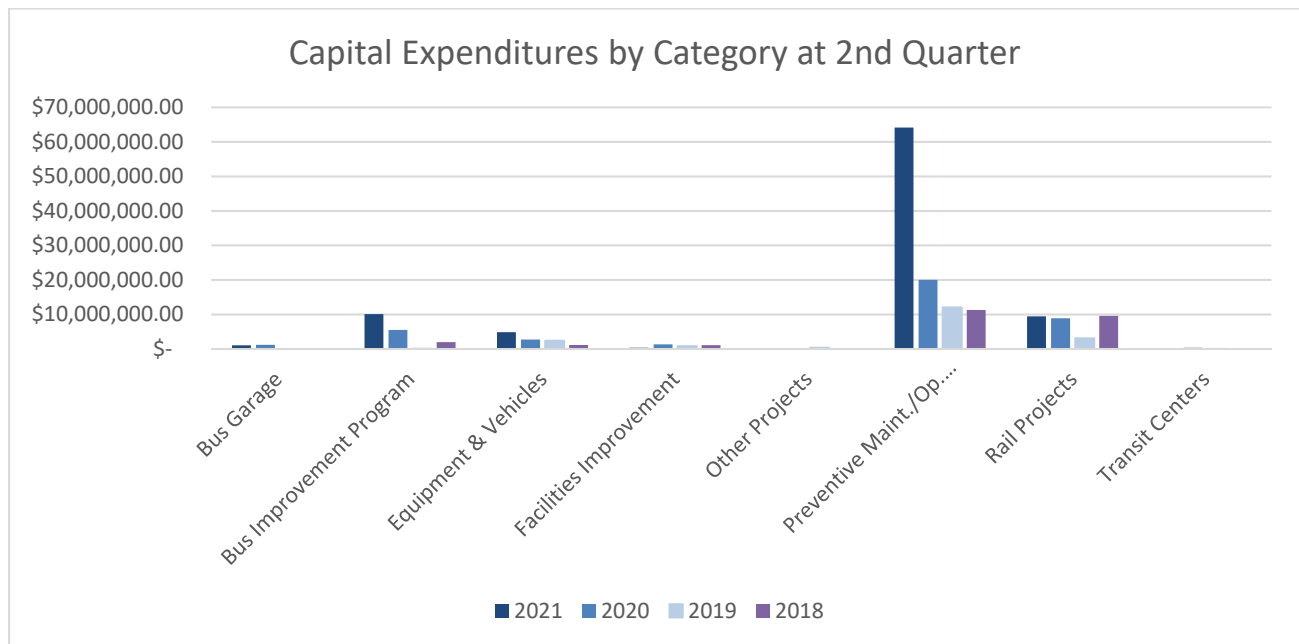
Categories	(ITD) Budget A	Current Commitments B	Budget vs Current Commitments A-B	% Remaining (A-B)/A	Projected Commitments @ End of 2021 C	Projected Commitments vs. Current Budget C-A	
Bus Garages	\$ 13,576,526	\$ 11,788,558	\$ 1,787,968	13.2%	\$ 11,988,558	\$ 1,587,968	11.7%
Bus Improvement Program	61,429,047	46,612,240	14,816,807	24.1%	57,352,240	4,076,807	6.6%
Equipment & Vehicles	33,844,724	26,828,138	7,016,586	20.7%	27,828,249	6,016,475	17.8%
Facilities Improvements	37,793,625	13,553,072	24,240,553	64.1%	25,618,472	12,175,154	32.2%
Other Projects	6,783,301	3,114,017	3,669,284	54.1%	3,949,209	2,834,092	41.8%
Preventive Maint./Operating Reimb.	213,797,754	64,144,277	149,653,477	70.0%	145,689,244	68,108,510	31.9%
Rail Projects	241,768,723	184,764,200	57,004,524	23.6%	206,172,314	35,596,409	14.7%
Transit Centers	700,000	267,850	432,150	61.7%	567,850	132,150	18.9%
<b>TOTAL: ALL CAPITAL PROJECTS</b>	<b>\$ 609,693,700</b>	<b>\$ 351,072,350</b>	<b>\$ 258,621,349</b>	<b>42.4%</b>	<b>\$ 479,166,135</b>	<b>\$ 130,527,565</b>	<b>21.4%</b>

Figure 7

(Table 2)

**Current Year Expenditures by Capital Category**

The graph below compares current expenditures for each category with prior years' expenditures at the same point in time. The majority of the capital expenditures so far in 2021 have been Preventive Maintenance/Operating Budget Reimbursements projects and Bus Improvement categories totaling a combined \$74.2 million, or 82.23%, of capital expenditures.



**Figure 8**

**Bus Garages**

These projects are for needed facilities upgrades at bus garages. There is currently only one project within this category, the Triskett CNG Building upgrades and compliance project for newly purchased CNG vehicles.

At the end of the second quarter, approximately \$11.8 million of the \$13.6 million budget was committed, leaving available funding of \$1.8 million, or 13.2%. A total \$12.0 million is projected to be committed by year-end, with available funding of \$1.6 million, or 11.7%, remaining for future years.

**Bus Improvement Program**

The Authority continues to retire older fleets to purchase more fuel-efficient vehicles under the 7 year Bus Improvement Program. At the end of June, category commitments totaled \$46.6 million, out of the total appropriations of \$61.4 million, leaving available funding of \$14.8 million, or 24.1%.

These commitments include current expenditures of \$18.4 million and current encumbrances of \$28.3 million to help maintain the Authority's existing bus fleet. Projected commitments of \$10.7 million at year-end include the bus purchase orders for 15 40-ft CNG Buses and other minor bus purchasing activities.

**Equipment & Vehicles**

At the end of the second quarter, the total commitments of \$26.8 million include \$20.9 million of ITD expenditures and \$5.9 million of encumbrances leaving available funding of \$7.0 million, or 20.7%. The majority of the open encumbrances within this category include, \$1.9 million, or 38.6%, within the on-going Revenue Collection Equipment project and \$1.2 million, or 24.4%, for the Hastus System Upgrade. Remaining commitments within this category are concentrated within various SOGR equipment & vehicle upgrade projects.

Expenditures totaled \$19.0 million, of which \$14.0 million was expended for communication upgrades and \$5.0 million for smaller Information Technology projects, non-revenue vehicle replacements, and equipment pools.

**Facilities Improvements**

At the end of the second quarter, the total commitments of \$13.6 million include \$3.6 million of ITD expenditures and \$10.0 million of current encumbrances resulting in available funding of \$24.2 million, or 64.1%.

Projected commitments at year-end of \$25.6 million are for various SOGR projects such as the Tower City East Portable Rehabilitation, Track Bridge Rehabilitation of Viaduct Phase 1, Roofing Improvement Program, and facility enhancements.

**Other Projects**

The Other Projects category includes pass-through grants to Medina and other miscellaneous capital projects that do not fit into the other capital categories. At the close of the second quarter, this category has combined project commitments of \$3.1 million out of the category budget of \$6.8 million, resulting in available funding of \$3.7 million or 54.1%.

**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.

During the first quarter, the CRRSAA Act awarded GCRTA funding in the amount of \$67,416,467. During the second quarter of 2021, \$56.7 million has been drawn down with the remaining balance to be drawn by year end. GCRTA also received the American Rescue Plan (ARP) in the amount of \$136.11 million but has not drawn down any funding on this award yet. By year end, the Authority plans to draw down around \$68.0 million. Also received in the second quarter are the Ride to Community Immunity funding in the amount of \$972,777 and the Covid Mass Vaccination Security funding in the amount of \$200,000. GCRTA plans to draw both in full by year end.

**Rail Projects**

Through the second quarter, \$9.4 million was expended on various Rail system projects, of which \$3.56 million, or 37.9%, was incurred on the rehabilitation of Tower City tracks 10 & 13 and \$2.05 million, or 21.8%, on Fiber Optic System Rehabilitation. The remainder of the expenditures during the second quarter occurred in other smaller budgeted projects within this category.

At the end of June, \$184.8 million of the \$241.8 million budget for the Rail Projects category was committed resulting in available funding of \$57.0 million, or 23.6%. Total commitments include \$42.8 million of ITD expenditures along with \$142.0 million of current encumbrances, focusing on achieving a SOGR on the rail system.

Projected commitments of \$21.4 million include \$141,552 for the HRV Rail Replacement Program, \$3.6 million for Rail Vehicle Prime Mover, \$2.5 million for the Red Line OCS Replacement and Upgrade, \$4.0 million for the East 120<sup>th</sup> Substation replacement, \$2.0 million for the Light Rail Passenger Shelters, \$1.9 million for the Warrensville Van Aken Station Platform, \$3.0 for CTDS Replacement, and other smaller rail projects across the authority.

**Transit Centers**

Project commitments total \$267,850, out of the budget of \$700,000, results in available funding of \$432,150 or 61.7%. Through half of the year, there have not been any expenses on project enhancements and the Tower City Ceiling Repairs. Projected commitments for the remainder of the year total \$300,000.

**Performance Measures**

Performance Measure		Q1	Q2	Q3	Q4	YTD
<b>Passenger per bus/train hour:</b>	<b>2021 Target</b>					
Bus	11	10	11			10
Rail	29	27	29			28
Total*	13	11	12			12
*Calculated by dividing the quarter’s total ridership by total system wide hours						
<b>Revenue Vehicle Cost Per Mile:</b>		\$2.55	\$3.15*			\$3.00
(Maintenance & Fuel)						
*Estimated Value						
<b>% Of Scheduled Maintenance Completed (Revenue Vehicles)</b>						
Bus		96%	87%			91%
Rail		98%	98%			98%
Paratransit (Revenue)		100%	100%			100%
Paratransit (Non-Rev)		100%	100%			100%

**Figure 9**

**Critical Success Factors**

<b>Passenger Fare Revenue</b>	The Passenger Fare Revenue performance measure is discussed in detail in the Financial Analysis Section of the Report.
<b>Preventable Collisions</b>	The GCRTA <u>Preventable Collision Rate (PCR)</u> TEAM goal for 2021 is 1.25. The 2021 YTD 2 <sup>nd</sup> Quarter PCR is 1.41, which is 12.8% higher than the TEAM goal and 17% higher than the 1.17 PCR for the same period in 2020. Total preventable collisions increased 4.1% to 126 from 121. Mileage decreased 14.1%
<b>Total Collision Rate</b>	The GCRTA <u>Total Collision Rate (TCR)</u> for the 2021 YTD 2 <sup>nd</sup> Quarter is 3.45, which is 18.1% higher than the 2.91 TCR for the same period in 2020. Total collisions increased 1.6% to from 302 to 307.
<b>On the Job Injury Rate</b>	The GCRTA 2020 TEAM Injury Rate Goal is 7.0. The 2021 YTD 2 <sup>nd</sup> Quarter Injury Rate of 7.47 is 6.7% above the TEAM Goal and 6.6% below the 8.0 Injury Rate for the same period in 2020. Total injuries increased by 14 from 52 in 2020 to 66 in 2021.

**Number of Miles between Service Interruption**

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

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

- **8,731** Miles Between Service Interruptions for Q2 2021 represents:
  - 5.86% increase from Q1 2021 (8,247)
  - 24.66% decrease from Q2 2020 (11,588)

**On-Time Performance**

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

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

- $Fixed\ Route\ On\ Time\ Performance = \frac{On\ Time\ Measurements}{On\ Time + Early + Late\ Measurements}$
- Fixed route on time performance of **85.82%** for Q2 2021 represents:
  - 3.60% decrease from Q1 2021 (89.03%)
  - 1.67% decrease from Q2 2020 (87.28%)

**Ridership**

Tracks total unlinked passenger trips on all GCRTA transit modes. The COVID-19 pandemic has continued to affect ridership.

- **3,797,030** unlinked passenger trips for Q2 2021 represents:
  - 12.21% increase from Q1 2021 (3,383,813)
  - 22.08% increase from Q2 2020 (3,110,289)

Q1 2021 over Q4 2020 performance by mode

Mode	Q2 2021 performance in comparison to Q1 2021
Motorbus (MB)	13.40%
HealthLine (RB)	9.23%
Heavy Rail (HR)	5.94%
Light Rail (LR)	19.34%
Paratransit (DR)	20.22%
<b>System Total</b>	<b>12.20%</b>

Year over year performance by mode Q1 2020 vs Q1 2021

Mode	Q2 2021 vs. Q2 2020
Motorbus (MB)	21.34%
HealthLine (RB)	30.60%
Heavy Rail (HR)	11.96%
Light Rail (LR)	29.92%
Paratransit (DR)	86.99%
<b>System Total</b>	<b>22.07%</b>

**Customer Satisfaction/Boardings Between Complaints**  
\*For Q1 2021, reporting was by mode

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

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

- June 2021 complaint data is unavailable due to TrapezeCOM system adjustments. As such, the Q2 2021 Boardings Between Complaints result only represents the data for April & May 2021.
- **7,732** Boardings Between Complaints for Q2 2021 represents:
  - 4.03% decrease from Q1 2021 (8,057)
  - 5.04% decrease from Q2 2020 (8,142)

**Attendance**

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

Unscheduled Absence rate of **8.53%** for Q2 2021 represents:

- 1.94% decrease from Q1 2021 (8.70%)
- 41.67% increase from Q2 2020 (6.02%)



## Quarterly Marketing Activities

On May 13, Marketing, Community Outreach and Transit Police volunteered at the Greater Cleveland Food Bank's weekly distribution event in the Muni Lot. On this day food was distributed to 5,808 families in need. Along with the fresh food distribution, GCRTA handed out 10,000+ masks and information on NEXT GEN RTA system redesign.

GCRTA was awarded the 2021 First Place AdWheel Award in the category of "Social Media: Best Marketing and Communications to Support Ridership or Sales" for the promotion and execution of the 2020 Holiday Trains.

Members of the Marketing team will accept the award at the APTA Conference in October. Congratulations to Marketing, the Rail Shop and Transit Police for their hard work and dedication to develop a fun and engaging experience for our community.

NEXT GEN RTA kicked off on June 13, 2021. Weeks of in person, virtual and community wide engagement led up to the implementation of the bus system redesign. Staff spoke to many riders and community partners in the weeks leading up to the implementation date and provided maps, schedules and promotional items. The website [www.rideRTA.com/nextgen](http://www.rideRTA.com/nextgen) showed increasing engagement in the days and weeks prior to implementation.

Free rides were provided as part of the kick-off of NEXT GEN RTA from June 13-19, 2021.

Disadvantaged Business Enterprise (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 2019 - 2021 is 22.5%. Per federal regulations, the calculation of Overall DBE participation excludes real estate transactions and the procurement of Transit Vehicle Manufacturers (typically buses and Paratransit vehicles).

The performance period of April 1, 2021 – June 30, 2021 represents the third quarter of FFY 2021. DBE dollars awarded during the first quarter and FFY to-date on contracts greater than \$100,000 totaled \$1,336,393 or 19.7% on total contracts of \$6,780,496.

**QUARTERLY - PARTICIPATION OF DBE FIRMS BY CLASSIFICATION  
(April 1, 2021 – June 30, 2021)**

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	\$464,000	28.0%	\$720,000	67.2%	\$1,047,980
Native American	0	0	0	0	\$39,000	3.0%
Caucasian Female	\$12,700	1.0%	\$313,200	29..2%	\$235,413	17.6%
Hispanic	\$1,136,681	68.0%	\$39,034	3.6%	\$14,000	1.0%
Sub-Pacific Asian	\$49,500	3.0%	0	0	0	0
<b>TOTAL</b>	<b>\$1,662,881</b>	<b>100.0%</b>	<b>\$1,072,234</b>	<b>100.0%</b>	<b>\$1,336,393</b>	<b>100.0%</b>

Figure 10

**CURRENT QUARTER - DBE PERFORMANCE BY CONTRACT CATEGORY  
(April 1, 2021 – June 30, 2021)**

	Construction	Professional Services	Equipment & Supply	Total
<b>DBE Dollars</b>	\$1,328,393	\$8,000	0	\$1,336,393
<b>All Dollars</b>	\$6,399,401	\$381,095	0	\$6,780,496
<b>% DBE Participation</b>	<b>20.7%</b>	<b>2.1%</b>	<b>0</b>	<b>19.7%</b>

Figure 11

**YEAR TO DATE  
DBE PERFORMANCE BY QUARTER  
(October 1, 2020 – September 30, 2021)**

	Total Contracts	DBE Participation	% DBE Participation
1st Qtr.	\$6,940,086	\$1,662,881	24.0%
2 <sup>nd</sup> Qtr.	\$3,548,430	\$1,072,234	30.2%
3rd Qtr.	\$6,780,496	\$1,336,393	19.7%
4th Qtr.			
<b>TOTAL</b>	<b>\$17,269,012</b>	<b>\$4,071,508</b>	<b>23.6%</b>

Figure 12

**Office of Business Development Activities**

Outlined below are selected efforts undertaken during the third quarter of FFY 2021

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

- New Certification: 2
- No Changes Declaration: 16
- On-Site Review: 1

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

- Completed: 17 Goal Settings
- Reviewed: 13 Certified Payroll Reports

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

- Participated on 4<sup>th</sup> Annual Civil Rights Transportation Symposium “Inclusion through Innovation” Virtual
- Participated on 7<sup>th</sup> Greater Summit Business Conference & Expo Virtual
- Host 2022-2024 DBE Triennial Advisory Committee Meeting
- Host National Association of Minority Contractors (NAMC) session: Contracting with Government Entities

**Selected Other Involvements**

- Participated on EEO Committee Meeting
- Internal Customer Service Training
- B2GNow/LCP Tracker Demonstration to Management Team
- Diversity and Inclusions Learning Sessions – Understanding Juneteenth



### Quarterly Performance Report

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

Date: July 13, 2021  
 Phone #: Ext. 3094

#### Affirmative Action

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

#### KEY PERFORMANCE MEASURES

EEO Job Category	2021 Quarterly Performance Report														Total Placements				TOTAL 2020	TOTAL 2021
	Male							Female							Q1	Q2	Q3	Q4		
	Hispanic Goal	Total Placements Hispanic Males Q2	Asian Goal	Total Placements to Asian Males Q2	2 or More Ethnicities Goal	Total Placements 2 or More Ethnicities Males Q2	White Females Goal	Total Placements White Females Q2	Black Females Goal	Total Placements Black Females Q2	Hispanic Females Goal	Total Placements Hispanic Females Q2	Asian Females Goal	Total Placements Asian Females Q2						
Officials & Administrators	---		---		---	2		---		---		---							1	
Professionals	---	2				45	5					3			1	5			9	
Technicians	---					24				1		1			1				2	
Protective Service	---					12				1									2	
Admin Support	---					51	1									1			4	
Skilled Craft	8		1		1	16														
Service Maintenance	24	2	9		3	258	1			23		10			5	4			9	
<b>TOTAL</b>	<b>32</b>	<b>2</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>408</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>25</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>29</b>	<b>29</b>	

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

\* Four goals have been met in 2020. Goals met are highlighted in green.

Figure 13

## Succession Planning and Employee Development

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

### Community Training & Development Job Hub Partnership

The Community Training and Development Job Hub partnership model between Cuyahoga Community College and Greater Cleveland Regional Transit Authority aligns with Tri-C's current Access Center framework, which makes education and workforce service accessible to our neediest communities. Job Hub programming attracts new employees and upskills current employees for GCRTA career opportunities. Current Tri-C Access Centers include Esperanza, Olivet Housing and Community Development Corporation, and MetroHealth Medical Center.

The Temporary Commercial Driver's License training, Workforce Success Program, and Frontline Supervisory Training and Development Program are core Job Hub programs designed to recruit and train new employees and provide current employees with employee development opportunities.

The following are updates for our core programs during the 2<sup>nd</sup> quarter 2021.

- Our first cohort of the Workforce Success Program started on June 16, 2021 with 16 participants. The Workforce Success Program is an eight-week training program designed to identify and boost employable skills and get help with career planning. Current GCRTA employees and participants from Northeast Ohio communities seeking employment opportunities are participating. A graduation ceremony will be held to recognize the participants on August 8, 2021. A second cohort of Workforce Success Program will start in the fall of 2021.
- The eighth and ninth cohorts of Frontline Supervisory Training and Development Program continue through their programs, with 15 employees are participating in each cohort. GCRTA, Ohio Turnpike, and Northeast Ohio Area-wide Coordinating Agency employees will participate in a cohort starting in the fall of 2021. Seven cohorts of 75 employees have graduated from the Frontline Supervisory Training and Development Program since 2017.

### Promotions & Employee Development

We continue to track progress for advancing our employee development efforts by measuring our percentage of promotions in relation to new hires (See Figure 1). The percentage of promotions for the 2<sup>nd</sup> quarter was 42% and 45% year to date, both exceeding the goal. This metric shows GCRTA's continued efforts and commitment to developing employees for promotion opportunities within all work segments, and particularly for key leadership positions.

Succession Planning and Employee Development

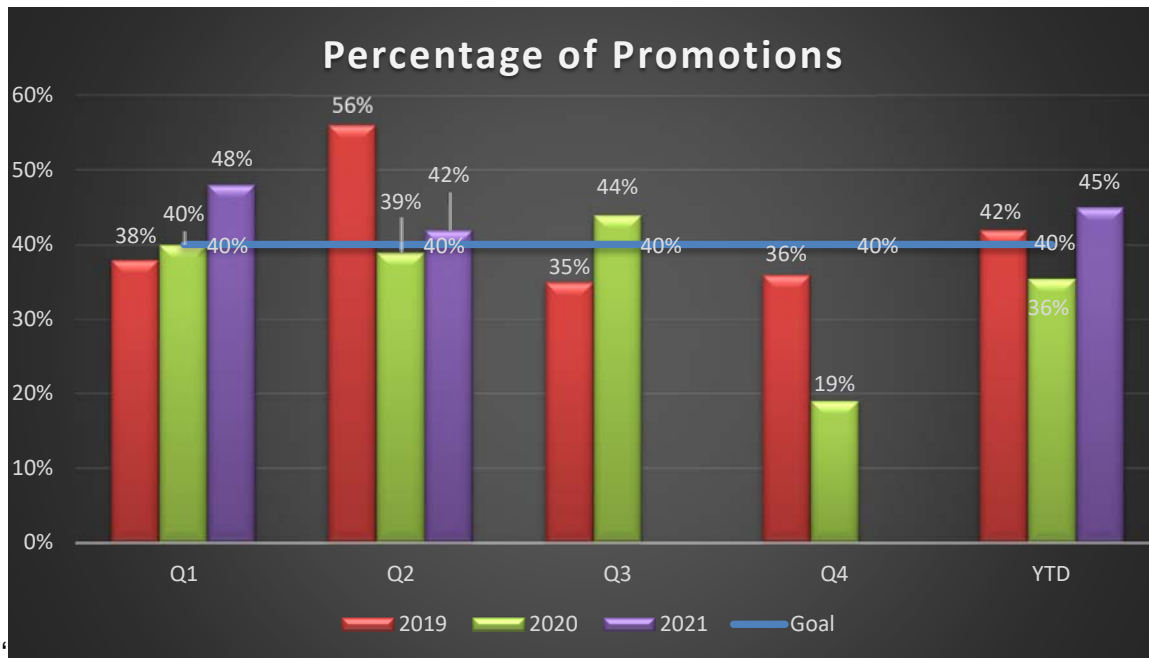


Figure 14

Listed below are notable promotions during the 2<sup>nd</sup> quarter that highlight our succession planning and employee development efforts:

**Supervisory/Managerial Succession**

- Ellisia Turner, Frontline Supervisory Training & Development Program participant, promoted from Janitor Leader to Janitorial Supervisor in the Operations Division.
- Everett Clark, Frontline Supervisory Training & Development Program participant, promoted from Track Maintainer to Assistant Track Supervisor in the Operations Division.
- James Hunt, Frontline Supervisory Training & Development Program participant, promoted from District Business Analyst to Rail Traffic Supervisor in the Operations Division.
- Carla Hunter, promoted from Paratransit Reservations Operator to Service Quality Coordinator in the Operations Division.
- Terrance Phillips, promoted from Paratransit Reservations Operator to Service Quality Coordinator in the Operations Division.
- Chau’Drea Clark, promoted from Paratransit Operator to Dispatcher-Paratransit in the Operations Division.
- Carnesha Wilkerson, promoted from Paratransit Operator to Dispatcher-Paratransit in the Operations Division.

**Succession Planning and Employee Development**

- Shaquita Ellison, promoted from Paratransit Operator to Dispatcher in the Operations Division.
- Shane Benware, promote from Maintenance Planner to Assistant Equipment Manager in the Operations Division.
- Rickie Buck, promoted from Equipment Repair Leader to Assistant Equipment Supervisor in the Operations Division.
- Daniel Waken, promoted from Equipment Body Mechanic to Assistant Equipment Supervisor in the Operations Division.
- Leon Williams, promoted from Material Handler Leader to Supervisor-Warehouse in the Operations Division.

## 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>		
Rehabilitation of the Viaduct, Phase I (27Y)	Design of repair elements Designer: Michael Baker International Cost: \$446,266	RFP was advertised January 21, 2019. Proposals received, consultant selected. NTP issued July 10, 2019. Preliminary report and alternatives received. Inspection completed September 14, 2019. Report review held December 2019. Design completed and construction contract approved at May 25, 2021 Board meeting. Designer is providing construction administration services during the construction.
Rehabilitation of the Viaduct, Phase I (27Y)	Construction Contractor: BECDIR Construction Cost: \$4,698,429	Contract Award approved at May 2021 Board. NTP issued June 14, 2021. Kick-off meeting held on June 23, 2021.
Viaduct Rehabilitation Buckhead Repair (27Y(a))	Design separate because of permit requirements Designer: Michael Baker International Cost: TBD	Design report and estimate underway. Discussion held with Canalway Partners. 75% design received May 25, 2021. Comments returned June 8, 2021.
Waterfront Line Bridge Repairs (27Z)	Bridge Repairs (design including MSE walls) Designer: Hardesty & Hanover Cost: \$1,468,164	Bridge monitoring by TranSystems/BDI in place and running. RFP advertised October 5, 2020 due November 5, 2020; however, no proposals were received. Project re-scoped and advertised on December 27, 2020. Contract Award approved at May 25, 2021 Board meeting. NTP issued June 21, 2021.



Tower City East Portal Rehabilitation (52N)	RFP for design of repairs to Tower City East Portal including track, power and signal.  Designer: E. L. Robinson Cost: \$989,942	Contract awarded by Board on February 19, 2019. Notice to Proceed issued on April 4, 2019. Design proceeding. Track 8 duck-under to remain. 70% submittal approved. Review of 98% plans underway.  Project scope and schedule being reconsidered after independent cost estimate received.
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**Track & Signal**

Trunk Line Signaling Design (12D)	Design for Trunk Line (E. 79 to Shaker Sq. Station) Signal System Replacement  Designer: Rio Grande Pacific Technology Cost: \$268,412	Contract awarded by Board on December 17, 2019. NTP to be issued February 13, 2020. Trunk Line Survey Report received March 2020. Design completed and package sent to Procurement June 23, 2021. Advertisement anticipated July 6, 2021.
Trunk Line Signal Replacement – Construction (12D)	Construction Contractor: TBD  Construction Estimate: \$3,000,000	Project IFB to be released on July 6, 2021.
Consolidate Train Dispatch System (CTDS) Upgrade (12H) Red Line 515 turnout. Return to Service (12F)	Furnish & Install Estimated Cost: \$3,000,000  Designer: Mott MacDonald Design Cost: \$219,284	Replacement testing and commissioning of new front end and back office equipment including programming. RFP being prepared to advertise in 3 <sup>rd</sup> quarter 2021.  Return to service turnout 515 at west end of Brookpark Yard. Includes signal, track and CTDS work. Project will include work to add CAB loops to yard siding to support new railcar testing. Project awarded February 16, 2021 Board. 60% design received and review underway.
Tower City Tracks 10 & 13 (52M)	Design for Track Replacement and Signal System Upgrades Consultant: TranSystems Cost: \$1,237,356	Notice to Proceed issued on September 7, 2017. IFB package for construction to be advertised on January 21, 2019. Project construction NTP issued May 13, 2019 to RailWorks. TranSystems performing construction administration through WSP.

<p>Tower City Tracks 10 &amp; 13 (52M)</p>	<p>Track Replacement and Signal System Upgrades Construction Contractor: Railworks  Construction Estimate: \$12,141,855</p>	<p>IFB package advertised on January 21, 2019. Project Notice to Proceed issued May 13, 2019 to RailWorks. Reconstruction of track 10E with Low Vibration Track (LVT) completed and in service. GL1 outputs revised Track 13 back in service April 26, 2021. Signal reconfiguration ongoing. 10W reconstruction clearance issues will result in platform modifications. New 115-117 crossover and turnout 121 installed. GL1 reprogramming and Consolidated Train Dispatch System (CTDS) Supervisory Control and Data Acquisition (SCADA) modifications in progress.</p>
<p>CRMF-Track 3 (52-O)</p>	<p>Track 3 and four Transfer Table Crossings Repair Contractor: TRAC Construction Cost: \$805,815</p>	<p>Notice to Proceed issued on August 21, 2018. New track and crossings in place. Transfer table operation over Track 3 still an issue. Problem resolution investigation ongoing. Table inspection and rail survey completed. Repairs to Transfer Table track and remaining Track 3 reconstruction to be budgeted and designed. As a separate project.</p>
<p>Trunk Line Track Rehabilitation Section 1 (52S)</p>	<p>Construction Contractor: Delta Railroad Construction Cost: \$6,704,296</p>	<p>Kinsman to Buckeye-Woodhill Station track and ballast renewal. In-house design completed. Project awarded at March 24, 2020 Board meeting. Tracks replaced. Rail stressing completed. Test train August 4, 2020 with return to service on August 9, 2020. Installation of new Pandrol clip installation remains for August 2021.</p>
<p>Trunk Line Track Rehabilitation – Section 2 (52T)</p>	<p>Construction Contractor Railworks  Construction Cost: \$8,050,896</p>	<p>Buckeye/Woodhill to Shaker Square track and ballast renewal. Includes all turnouts and crossovers. In-house design complete and project advertised December 21, 2020. NTP issued March 8, 2021. Material on order for August 2021 shutdown. Inspection of first turnouts July 1, 2021</p>
<p>Red Line Curve Replacement (52V)</p>	<p>Construction Contractor Delta Railroad  Construction Cost \$1,199,523</p>	<p>Rail replacement and track alignment on east bound Red Line between E. 55<sup>th</sup> and E. 79<sup>th</sup>. Project re-advertised February 8, 2021. Project awarded at April 20, 2021 Board meeting. NTP issued on May 10, 2021.</p>

<p>Warrensville/Van Aken Substation Replacement (60B)</p>	<p>Furnish and Install Modular Warrensville/Van Aken Substation Contractor: Hatzel &amp; Buehler Construction Cost: \$2,981,699</p>	<p>Project Board Award on November 19, 2019. Notice to Proceed issued January 16, 2020. Equipment on order, feed installation and re-closure design location in progress. Resolution of Illuminating Company utility agreement underway. Draft agreement presented at the June 15, 2021 committee meetings. Awaiting updated Illuminating Company estimate, prior to Board action.</p>
<p>W. 117<sup>th</sup> Substation Rehabilitation (60C)</p>	<p>Contractor: Lake Erie Electric Construction Cost: \$2,095,170</p>	<p>Replacement of transformer/rectifier and switchgear. Existing building to be reused. Board awarded contract March 23, 2021. Notice to Proceed issued May 14, 2021 and kick-off meeting held. Submittals in process and equipment being ordered</p>
<p>E. 120<sup>th</sup> Substation Replacement (60E)</p>	<p>Construction Contractor: TBD Construction Estimate: \$4,000,000</p>	<p>Replacement of existing substation in its entirety including building with modular unit similar to Puritas (60A). Design in-house supplemented by On-Call for specific tasks such as foundation design.</p>
<p>W. 30<sup>th</sup> Substation Rehabilitation - Transformer/Rectifier Set (60F)</p>	<p>Contractor: Hatzel &amp; Buehler Construction Cost: \$1,557,327</p>	<p>Replacement of transformer/rectifier and switchgear. Existing building to be reused. Roof replacement completed under Project 18.35. Board awarded contract on November 17, 2020. Notice to Proceed issued January 4, 2021. Equipment on order, arrival anticipated September 2021. Scheduled completion date December 30, 2021.</p>
<p>W. 117<sup>th</sup> Track Bridge Rehabilitation (62A)</p>	<p>Design for repairs to bridge and station platform Designer: Michael Baker International Design Cost: \$490,211</p>	<p>Board Awarded February 2021. NTP April 23, 2021. Field inspection and survey complete as of June 18, 2021.</p>

**Passenger Facilities**

**Rapid Stations**

E. 79 <sup>th</sup> Station (24U)	Reconstruction of E.79 <sup>th</sup> Red Line Station In-House Design	In-House design for new station includes ramp system for ADA access. Presentation to City of Cleveland Planning Commission on April 5, 2019. Signaling design performed by Mott MacDonald. Structural design performed by HWH. Project awarded by the Board on January 21, 2020. Construction administration underway. Station open to the public March 10, 2021. Project closed.
		This is the last report.
E. 79 <sup>th</sup> Station Signal (24U-Signal)	Signal Engineering for E. 79 <sup>th</sup> Station Consultant: Mott MacDonald Design Cost: \$251,034	Project awarded by the Board on May 14, 2019 and Notice to Proceed issued on August 12, 2019. Completed design of signal modifications and pedestrian crossing gate installation for the East 79 <sup>th</sup> St Station. Submittals processed and equipment received. Signal work completed. Received as-built mylars. Project closed, this is last report.
E. 79 <sup>th</sup> Station (24U)	Reconstruction of E. 79 <sup>th</sup> Red Line Station Contractor: Panzica Construction Cost: \$6,726,719	Project successfully bid and awarded by the Board on January 21, 2020. Notice to proceed issued on March 13, 2020. Old station closed on April 1, 2020. New station ramps with railings, drainage, pause points, entrance plaza, platform and lighting in place. Station opened to the public March 10, 2021. Awaiting IT to install PA switch to close project.

**Planning**

Baby on Board 19.03	TWE improvements In various locations in the County Contractor: TBD Budget: \$350,000	ODOT awarded fund to improve bus waiting environments in selected zip codes with high levels of infant mortality MOU signed with County Board of Health. Staff has identified locations and scope work shelters will be ordered soon. Project will be prepared for fall construction.
Shaker Shelter Replacement Program 18.82	Replacement of shelters Along the Blue and Green Lines Contractor: TBD Budget: \$1,800,000	CMAQ funded project to replace and enhance light rail stations on Shaker Lines. Section 106 Consultant is under contract. Have initiated public process with completion of a survey, several meetings with stakeholders and advisory meeting. Should be ready to complete design by the end of 2021 and construction by August 2022.

<p>W. 25<sup>th</sup> Street TOD Plan (18.42)</p>	<p>TOD Planning for W. 25<sup>th</sup> Street Contractor: Stantec Cost: \$414,068</p>	<p>FTA awarded GCRTA \$336,000.00 in competitive planning funds. Grant process is completed and RFP has issued responses, reviewed and evaluated. The contract was awarded by Board on February 18, 2020. Contract signed and NTP issued April 4, 2020. The report on existing conditions is complete. The first Stakeholders meeting was held on July 22, 2020, and the first community meeting was held on July 29, 2020 and the second on October 14, 2020. The website: <a href="http://www25connects.com">www25connects.com</a> is active. The project is 99% completed. The Final Presentation is scheduled for the Board of Trustees on August 10, 2021.</p>
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**Maintenance Facilities**

<p>Infrastructure Upgrades @ Hayden &amp; CBMF for CNG (61B)</p>	<p>Infrastructure upgrades 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 for Construction of improvements continuing. Triskett plans and specifications received. Hayden portion of project closed-out. CBMF gas detection system approved by City. Certificate of Occupancy obtained from City of Cleveland and East Cleveland. CBMF and Hayden design closed. Triskett portion of work to continue under 61C. Procurement has directed that this project, with an outstanding balance of \$21,400, remain open throughout the Triskett CNG installation.</p>
<p>Maintenance Area Infrastructure Upgrades at Triskett (61D)</p>	<p>Consultant: Wendel Design Cost: \$127,808</p>	<p>Design for Triskett Maintenance Bay only. Maintenance Bay design complete as 61B-Phase II, 61C, and 61E. Construction package advertised for bids on October 5, 2020. Construction underway, completion scheduled end of 2021.</p>

CNG Compressor Station and Back-up Generator at Triskett (61D)

Contractor: Trillium  
Construction  
Cost: \$4,978,314

RFP issued April 22, 2019 and proposals received May 22, 2019. Board awarded contract on August 20, 2019. Notice to proceed issued December 5, 2019. Design complete. Trillium has selected Hembree Contracting of Bremen, Georgia for site work. Site installation including compressor station, generator, gas bottles, gas main feed and meter completed. Project operational and substantially completed on December 7, 2020. Project awaiting completion of 61F to be placed in service. Project closed, this is last report.

CNG (HVAC) Bus House Infrastructure Upgrades at Triskett (61E)

Consultant: Wendel  
HVAC Design  
Cost: \$350,374

Board awarded contract on April 16, 2019. Notice to Proceed issued on May 30, 2019.

Rooftop HVAC unit system is to be replaced over Triskett Garage bus storage area. IFB package completed and project advertised October 5, 2020. Construction underway, completion scheduled end of 2021.

Construction of CNG Infrastructure Upgrades at Triskett (61F)

Contractor: The Ruhlin Company  
Construction  
Cost: \$6,572,030

Combination of Wendel Design 61B, 61C and 61E for CNG required HVAC and other improvements to Triskett Bus Garage. Construction package advertised October 5, 2020. Notice to proceed February 24, 2021. Equipment ordered. Reinforcement of roof trusses underway. Plumbing, duct work/grills and HVAC demolition also in progress.



Greater Cleveland Regional Transit Authority  
1240 West Sixth Street  
Cleveland, Ohio 44113-1302

[rideRTA.com](http://rideRTA.com)