

QUARTERLY MANAGEMENT REPORT

3rd Quarter - 2024



OUR MISSION: CONNECTING THE COMMUNITY



Greater Cleveland
Regional Transit Authority

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From the General Manager



After two major events during the first half of the year, Solar Eclipse & American Public Transit Association’s Rail Conference, we continued to be laser focused on projects and programs that transform the communities we serve, improved mobility options, exemplary customer service, and appreciation for our agency partners and supporters. Key achievements this Quarter are the opening of our Transit Ambassador offices at the Louis Stokes/Windermere Rapid station, forward movement on the Rail Car Replacement Project, providing a tour of our Rail Facilities to Senator Jerry Cirino, and receiving a grant for the purchase of electric buses and charging stations.

Annual Rail Rodeo

In August, our Rail District and Transit Police hosted the annual Rail Rodeo, where staff competed to show who is the best of the best. The competition consisted of six events that tested the knowledge of our Rail Operators, Equipment Vehicle Servicers, Facilities, and Janitorial staff. Additionally, the competition tested the driving and fitness of our Transit Police and Ambassadors. The Rail Rodeo also included a Family Fun Day & BBQ, where attendees could Touch-A-Train, interact with our Safety Department, Transit Police Operation Community Watch, and learn who won the competitions.

Transit Ambassadors Offices

As our Transit Ambassador program continues to grow, we realized the need for a dedicated space that provided easy access to our bus and rail services. As a result, we constructed offices for them at our Louis Stokes/Windermere Rapid Station. The new space consists of desks for our current 14 Ambassadors, with space to add more as the program grows. The exterior window of the office identifies it as the **Transit Ambassadors Headquarters**, along with their “Happy to Help” slogan. The Ambassadors officially moved into their space in July.

Rail Car Replacement Program Update

The Rail Car Replacement program continues to make progress toward the building and accepting of new cars. Over the last few months, they have:

- Completed the preliminary design review (PDR) for the new vehicles
- Surveyed Rail Operators, Mechanics, and other staff on the sample Operator chair
- Had a visit by Siemens Commissioning Team Lead, who toured the Delivery Switch at the Port of Cleveland and the Brookpark Rail Shop
- Began construction on the Port Delivery Switch
- Commenced the confidential procurement phase for modifications to the Central Rail Maintenance Facility and Red Line Platforms
- Gave a presentation at the 2024 APTA Rail Conference on the project

Senator Jerry Cirino Visits Rail District

In July, Senator Jerry Cirino visited and toured our Rail Maintenance and Operations areas. Senator Cirino is a first-term State Senator, who is the Vice Chair of the Senate Finance Committee. As Vice Chair, he is actively involved in the developing and passing of the transportation budget for the next two years. His tour enabled us to showcase our need for funding to replace our aging rail cars and to expand the awareness of major projects that are moving the Authority forward into the future to enhance the customers' experience.

New Civilian Oversight Committee Member

During our June Board of Trustees meeting, two new Civilian Oversight Committee (COC) members were sworn in. Our new COC members are Michael Blake and Jonathan England, they bring experience that will be additive to the work of the COC.

Michael served time as a Military Police Officer for the United States Army and dedicated 35 years of his life serving as a firefighter for the City of Cleveland. During his tenure as a firefighter, Michael worked his way through the ranks from Firefighter, to Lieutenant, to Captain, and finally to Battalion Chief.

Jonathan has served in numerous managerial and supervisory roles over the last 17 years. Jonathan has experience and expertise with safety programs, policies, and regulations, with a focus on the transportation industry.

FTA Awards \$10.6M Grant for Electric Buses & Charging Stations

The Federal Transit Administration (FTA) awarded GCRTA \$10.6 million in grant funds as part of the Biden-Harris Administration and U.S. Department of Transportation's FY 24 Buses and Bus Facilities, and Low and No Emission grant programs created in the Infrastructure Investment and Jobs Act (IIJA) of 2021. The grant funds will be used to replace 10 buses in our current fleet with up to 10 electric vehicles and up to three charging stations.

Mechanic & Operator Hiring Event

In September, our Human Resources recruitment team hosted a job fair at the Cuyahoga Community College to recruit Operators and Mechanics. During the job fair on-site interviews and testing for Bus Operators and Mechanics were conducted. The event yielded 112 on-site interviews, 106 contingent offers being extended, and 11 applicants who received contingent offers have successfully passed compliance and are awaiting their start dates.

New Board of Trustee Member

At our August Board of Trustees meeting, our newest Board Member, Anastasia A. Elder, was sworn in. Anastasia represents commercial real estate developers, financial institutions, and institutions of higher education on a range of issues, including contract and employment-related disputes. She has experience advising on matters involving policies and procedures, legislation, conduct & discipline, and risk management. She joins the Board after being appointed by City of Cleveland Mayor Justin M. Bibb.

Last but certainly not least, in December, GCRTA will celebrate 50 years of connecting the communities of Greater Cleveland! We are honored to celebrate 50 years of service and look forward to celebrating this milestone with our customers, supporters, and advocates across the region.

Sincerely,

A handwritten signature in blue ink, reading "India L. Birdsong Terry". The signature is fluid and cursive, with the first name "India" being the most prominent.

India L. Birdsong Terry

General Manager, Chief Executive Officer

FINANCIAL ANALYSIS

General Fund Balance Analysis & Operating Analysis

General Fund Balance Analysis					
	2024 Annual Budget	2024 Budget Q3	2024 Actual Q3	Q3 Variance	Q3 % Variance
Revenues					
Operating Revenues					
Passenger Fares	\$ 27,100,000	\$ 20,324,997	\$ 24,051,501	\$ 3,726,504	18.3%
Advertising & Concessions	2,547,051	1,873,462	1,208,944	(664,518)	-35.5%
Investment Income	1,000,000	750,001	842,130	92,129	12.3%
Other Revenue	1,500,000	1,125,000	417,922	(707,078)	-62.9%
Total Operating Revenues	32,147,051	24,073,460	26,520,497	2,447,037	10.2%
Non-Operating Revenues					
Sales & Use Tax	268,300,000	201,225,001	197,898,858	(3,326,143)	-1.7%
Reimbursed Expenditures	5,000,000	3,400,001	11,210,744	7,810,743	229.7%
Transfer from Revenue Stabilization Sub-Fund	30,000,000	20,400,000	20,400,000	-	0.0%
Total Non-Operating Revenues	303,300,000	225,025,002	229,509,602	4,484,600	2.0%
Total Revenues	335,447,051	249,098,462	256,030,099	6,931,637	2.8%
Expenditures					
Operating Expenditures					
Salaries & Overtime	164,283,362	126,371,816	129,147,442	2,775,626	2.2%
Payroll Taxes & Fringes	57,564,329	44,278,466	49,293,922	5,015,456	11.3%
Fuel (Diesel, CNG, Prop. Pwr., Propane, Gas)	9,683,400	8,515,494	6,310,331	(2,205,163)	-25.9%
Utilities	3,964,200	2,973,147	2,869,586	(103,561)	-3.5%
Inventory	13,000,044	9,750,033	11,165,340	1,415,307	14.5%
Services & Materials & Supplies	25,938,982	19,454,233	17,689,988	(1,764,245)	-9.1%
Purchased Transportation	11,533,644	8,200,233	12,014,047	3,813,814	46.5%
Other Expenditures	7,669,043	6,261,740	4,935,073	(1,326,667)	-21.2%
Total Operating Expenditures	293,637,004	225,805,162	233,425,728	7,620,566	3.4%
Revenues less Operating Expenditures	41,810,047	23,293,300	22,604,371	(688,929)	-3.0%
Transfers to Other Funds					
Transfer to/from Insurance Fund	2,500,000	2,500,000	2,500,000	-	0.0%
Transfer to Reserve Fund	10,878,615	10,878,615	10,878,615	-	0.0%
Transfers to Capital					
Transfer to/from Bond Retirement Fund	9,346,959	7,010,220	6,240,655	(769,565)	-11.0%
Transfer to/from Capital Improvement Fund	17,483,041	13,112,281	10,400,000	(2,712,281)	-20.7%
Total Transfers to Capital	26,830,000	20,122,501	16,640,655	(3,481,846)	-17.3%
Total Transfers to Other Funds	40,208,615	33,501,116	30,019,270	(3,481,846)	-10.4%
Total Expenditures	333,845,619	259,306,278	263,444,998	(3,481,846)	-1.3%
Net Increase (Decrease)	\$ 1,601,432	\$ (10,207,816)	\$ (7,414,899)	\$ 2,792,917	7.4%
Beginning Balance	36,763,592		36,763,592		
Quarter End Projected Available Ending Balance	\$ 38,365,024		\$ 29,348,693		
# Months Reserves - Quarter End Projected	1.57		1.1		

Figure 1: General Fund Balance Analysis

General Fund Balance Analysis

Sales Tax ended the quarter at -1.7% below budget and 0.9% above 2023 levels. Total Revenues ended the quarter 2.9% above budget due to reimbursed expenditures and passenger fares ending the quarter above budgeted levels. Operating Expenditures ended the quarter 3.4% above budgeted levels. The increase in Operating Expenditures is largely due to increases in salaries, fringes, and purchased transportation. Transfers to the Insurance Fund and Reserve Fund have been completed. Transfers to the Bond Retirement Fund and Capital Fund will continue through the remainder of the year.

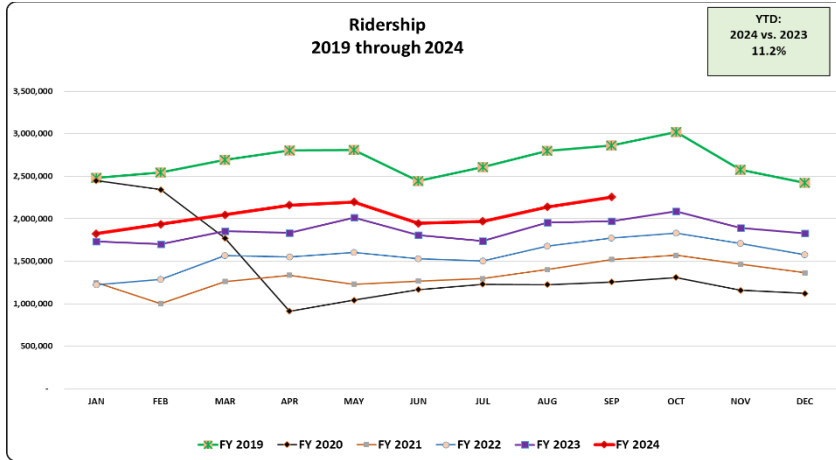


Figure 2: Ridership

Ridership through the 3rd Quarter totaled 18.5 million riders, 11.2% higher than the 3rd Quarter 2023. The increases are spread across all modes. The top three increases in ridership by mode were: Light Rail at 40.0%, HealthLine at 17.0% and Bus at 11.3%. Year-to-date, ridership is 23.2% below 2019 (pre-COVID) levels and 59.8% higher than 2021 (first full COVID year).

Passenger Fare revenue totaled \$24.1 million through the 3rd Quarter of 2024, or 18.1% higher than the 3rd Quarter of 2023 and 18.3% higher than the budget. Mobile ticketing continues to be strong and ended the quarter 20.1% higher than 2023. Pass /Ticket sales, student farecards, and U-Pass fares continue to be strong. Cash fares were 3.0% lower than 2023 levels.

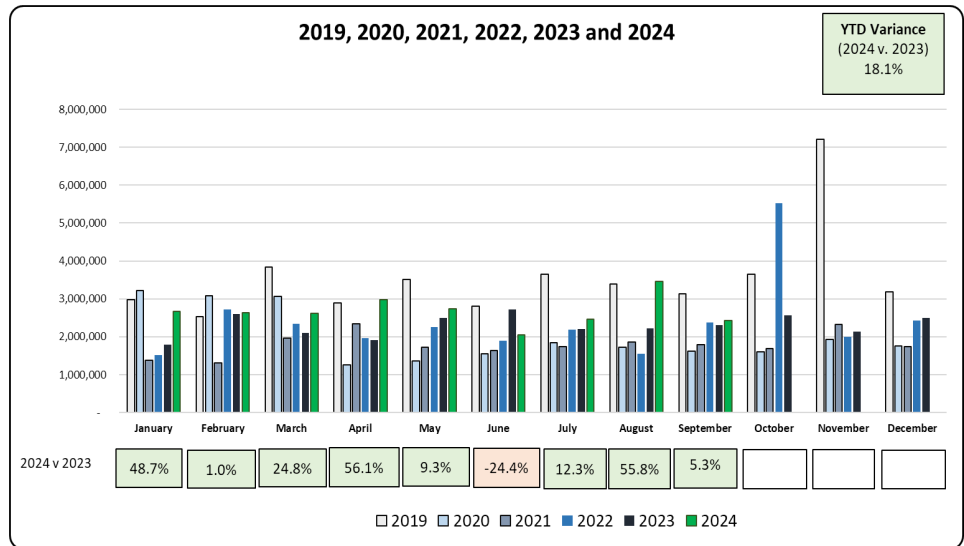


Figure 3: Passenger Fares

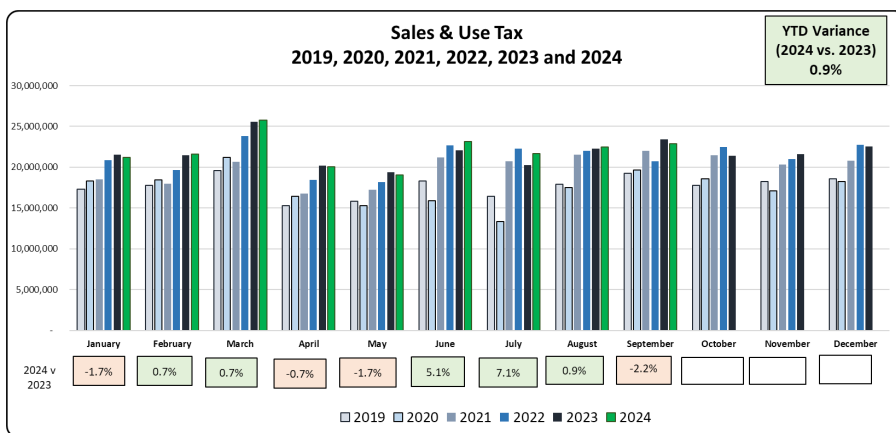


Figure 4: Sales & Use Tax

Sales Tax revenues totaled \$197.9 Million through 3rd Quarter 2024. Receipts were 0.9% above 2023 levels and 1.7% below budget.

Through September 2024, when compared to the same period in 2023, On-line Sales remain strong and ended the quarter 11.7% above 2023 levels. Regular and Statewide sales ended the quarter 0.1% above 2023 levels. Motor vehicles and watercraft were 3.1% below 2023.

Operating expenses continue to be higher than budget, ending the quarter at 3.4% higher. At the end of the 3rd Quarter, payroll expenses (salaries, overtime, and payroll taxes & fringes) were 4.6% higher than budget as operators and mechanics are hired to fill the vacancies. Fuel and utilities ended the quarter 20.1% below budgeted levels. This is partly due to lower usage/consumption as propulsion power and facilities electricity is 8.5% and 10% lower than budgeted, respectively. Gasoline actual costs are about 31% lower than budgeted (\$2.40 vs. \$3.50).

Supply chain related issues and inflation issues have started to decline, however longer lead times have continued to increase the cost of parts and inventory. Inventory ended the quarter 14.5% over budget, a decline of 2.4% from 2nd quarter. Inflation remained high through the mid-year and decreased by 0.5% at the beginning of September. Purchased Transportation includes contracts with 3rd party vendors to provide ADA/Paratransit trips. At the end of the 3rd Quarter, Purchased Transportation was \$3.8 million above budget. New contracts had been signed in mid-2023. Paratransit ridership increased by 10.6%, compared to 2023.

Transfers to other funds are to support the expected expenditures and to maintain the recommended balances for the Bond Retirement, Insurance, Supplemental Pension, Capital Improvement, and Reserve Funds. Transfers to the Insurance Fund and Reserve Fund for \$2,500,000 and \$10,878,615, respectively have been completed. Through the 3rd Quarter, \$6.2 million has been transferred to the Bond Retirement Fund and \$10.4 million has been transferred to the Capital Improvement Fund. The remaining transfers will be completed by year-end.

Board Policy Goals				
	KPI	Definition	Goal	Q3
Operating Efficiency	Operating Ratio	% of Operating Expenses (less Force Account Labor) are covered by Operating Revenues (Passenger Fares, Advertising, Investment Income)	≥ 25%	11.4%
	Cost/Hour of Service	Dividing total operating expenses by total service hours		Calculated at Year end
	Growth per Year	Cost of delivering a unit of service compared to prior year	≤ rate of inflation (5.0%)	
	Operating Reserve (months)	Available ending balance is equal to cash equivalent of one-month's operating expenses	≥ 1 month (1.0)	1.1
Capital Efficiency	Debt Service Coverage	Authority's ability to meet annual interest and principal payments on debt	≥ 1.5	4.9
	Sales Tax Contribution to Capital	Transfers to fund the Authority's bond retirement payments and local funding for capital projects	≥ 10%	8.4%
	Capital Maintenance to Expansion	Ratio of focus between State of Good Repair (SOGR) vs. service expansion	75 - 90%	100%

Figure 5: Board Financial Policy Goals

Operating Efficiency

The policy goal is to maintain an **Operating Ratio** of at least 25%. This ratio shows the efficiency of management by comparing operating expenses to operating revenues (Passenger Fares, Advertising & Concessions, and Investment Income). At the end of the 3rd Quarter, the Operating Ratio is 11.4% and does not meet the policy goal. (Figures 1 and 5)

The target of the **Cost per Hour of Service** indicator is service to be maintained at or below the rate of inflation. The inflation rate dropped to 2.4% at the end of August. These calculations will be completed at year-end.

Operating Reserve is targeted for a period of 30 Days or 1 Month, which requires the available unrestricted cash and cash equivalents to be one month of operating expenses to cover any unforeseen or extraordinary fluctuations in revenues or expenses. At the end of the 3rd Quarter, the Operating Reserve is 1.1 months. This policy goal is expected to be met.

Capital Efficiency

The **Debt Service Coverage** ratio is the measure of the Authority's ability to meet annual interest and principal payments on its outstanding debt. The goal is for the debt service coverage to be 1.5 or above and compares total operating resources (net of operating costs and transfers to the Insurance, Capital, and Pension Funds) with the Authority's debt service needs. The Debt Service Coverage ended the quarter at 4.9, exceeding the policy goal.

The **Sales Tax Contribution to Capital** is a measure of the level of commitment to longer-term capital needs by determining the percentage of the sales tax revenues that is to be allocated directly to the Capital Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments. This indicator ended the quarter at 8.4%, which is below the policy goal. This is a timing issue as the remaining transfers will be completed by year-end.

The **Capital Maintenance Outlay to Capital Expansion Outlay** ratio shows the Authority's focus is on the maintenance or State of Good Repair 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 grants program there are 38 active grant awards. 25 of those grants are within the Formula Grant awards category, and 13 are either highly competitive or discretionary grants.

The Formula Grants include \$53.8 million in funding under the following:

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

Competitive grants that have been received and identified year-to-date for Fiscal Year (FY) 2024 total \$143.2 million are as follows:

- UTP (Urban Transit Program)
- OTP3 (Ohio Transit Preservation Partnership Program)
- CMAQ (Congestion Mitigation and Air Quality)
- NOACA (Northeast Ohio Areawide Coordinating Agency)
- FHWA (Federal Highway Administration)
- DERG (Diesel Emission Reduction Grant)
- Transit Infrastructure Grant – Community Project Funding
- IJJA Railcar Replacement Program

For 2024, the Strategic Plan initiative was to apply for, and successfully obtain, at least \$35 million of competitive grant awards each year, which would enable the Authority to focus on its State of Good Repair (SOGR) projects. These and other capital projects are explained in further detail in the Capital Commitments section. Capital projects are reported on an Inception-to-Date (ITD) basis. As indicated above, competitive grant awards totaling \$143.2 million has been received throughout the fiscal year. Table 1 shows the funding sources, including competitive awards, funds committed throughout the life of the award, and funding available at year-end. The following are the competitive awards:

- \$967,917 million for 12 Paratransit Cutaway Vehicles
- \$767,999 for 8 Transit Vans
- \$1.30 million for 10 Paratransit Cutaway Vehicles
- \$726,334 for 8 Paratransit Buses
- \$127.79 million for HRV Rail Replacement Program
- \$1.38 million for Red Line Brookpark 515 Track Switch
- \$5.34 million for LR Rehab Program
- \$4.00 million for Hayden Roof Repair
- \$585,000 for Transit Access Barrier Study
- \$332,000 for Baby on Board

ITD Appropriated Funding Source Totals

Source of Funds	Funding Appropriated	Funds Committed	Funding Available	Percentage of Remain. Funds
FORMULA	\$ 154,964,930	\$ 146,328,485	\$ 8,636,445	23.28%
LOCAL (ALL)	\$ 167,572,740	\$ 151,662,381	\$ 15,910,359	36.69%
COMPETITIVE	\$ 147,711,843	\$ 131,713,732	\$ 15,998,111	39.72%
Federal Assistance	\$ -	\$ -	\$ -	0.00%
STATE	\$ -	\$ -	\$ -	0.00%
OTHER	\$ 706,700	\$ 706,700	\$ -	0.31%
	\$ 470,956,213	\$ 430,411,298	\$ 40,544,915	100%

Figure: 6

(Table 1)

Commitments by Capital Category

The capital program is based on a multi-year, or an Inception-to-Date (ITD), approach. The total capital budget of \$683.1 million for FY 2024 includes appropriations of \$146.3 million for FY 2024 and \$536.8 million of prior year carryover, which are displayed in Table 2. Projects within the capital program are placed in nine categories. The table compares the budget to the year-end projections for each category.

At the end of the 3rd Quarter, project commitments totaled \$424.7 million, including \$179.7 million of ITD expenditures and \$245 million of current encumbrances, resulting in \$258.4 million, or 37.8%, of available funding. Most capital activities during the third quarter were continuing projects that began in prior fiscal years or planned FY 2024 construction projects. These projects focus on the State of Good Repair (SOGR) of the Authority’s capital assets, which will be discussed below in greater detail.

Categories	(ITD) Budget A	Current Commitments B	Budget vs Current Commitments A-B	% Remaining (A-B)/A	Projected Commitments @ End of 2024 C	Projected Commitments vs. Current Budget A-C	
Bus Garages	\$ 8,125,000	\$ 2,700,000	\$ 5,425,000	66.8%	\$ 6,880,000	\$ 1,245,000	15.3%
Bus Improvement Program	66,657,019	34,909,096	\$ 31,747,923	47.6%	43,376,596	23,280,423	34.9%
Equipment & Vehicles	30,731,782	10,120,696	\$ 20,611,086	67.1%	13,632,649	17,099,133	55.6%
Facilities Improvements	117,312,326	67,621,351	\$ 49,690,975	42.4%	69,205,351	48,106,975	41.0%
Other Projects	13,707,260	7,186,874	\$ 6,520,386	47.6%	7,192,874	6,514,386	47.5%
Preventive Maint./Operating Reimb.	7,076,840	7,076,840	\$ -	0.0%	7,076,840	0	0.0%
Rail Projects	167,590,201	90,373,118	\$ 77,217,083	46.1%	111,310,422	56,279,779	33.6%
Railcar Replacement Program	269,832,500	204,773,682	\$ 65,058,818	24.1%	308,788,682	(38,956,182)	-14.4%
Transit Centers	2,107,680	0	2,107,680	100.0%	0	2,107,680	100.0%
Sub-Total: RTA Capital	\$ 683,140,608	\$ 424,761,657	\$ 258,378,951	37.8%	\$ 567,463,414	\$ 115,677,194	16.9%

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 capital expenditures during the 3rd Quarter occurred in three categories: Facility Improvements at \$4.7 million, Rail Replacement Program Projects at \$12.9 million, and Rail Projects at \$2.9 million. These three categories total \$20.6 million, or 94.07%, of current capital expenditures in 2024.

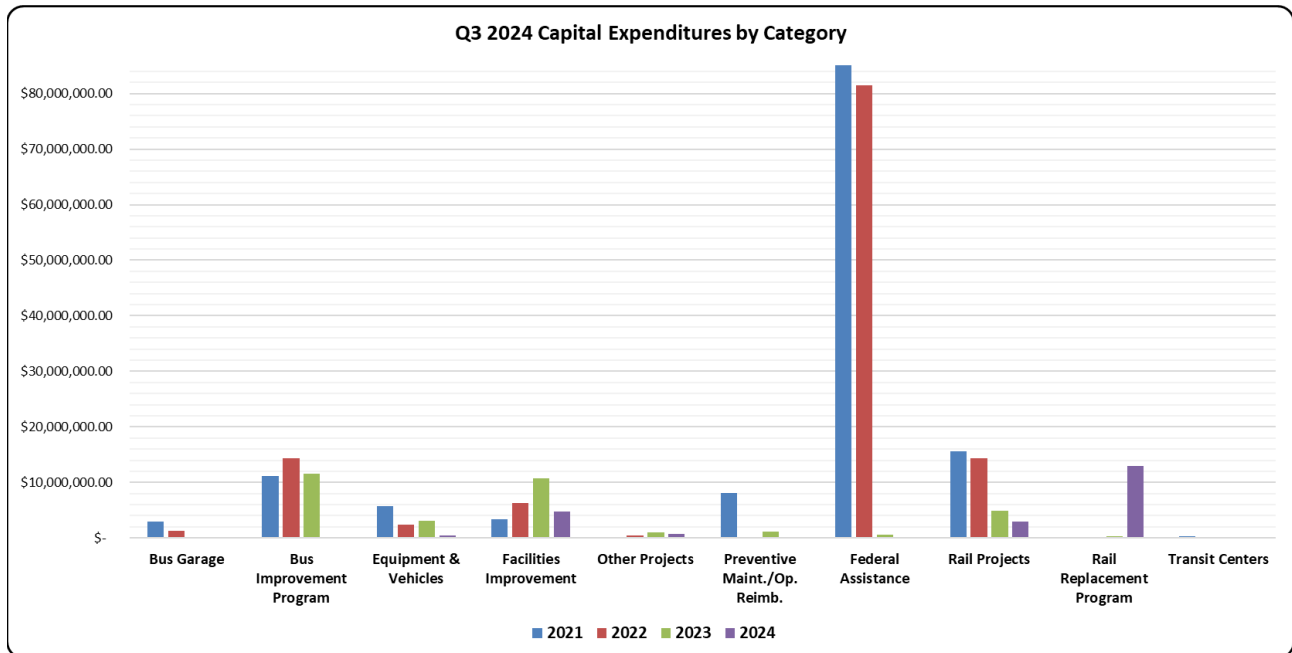


Figure: 8

(Table 3)

Bus Garages

These projects are for bus garage facility upgrades. Planned upgrades throughout the remainder of the year include upgrades to the Gas Detection System, Fire Protection System, Bus Wash, Lift Replacements, and Pivot Gate at the Hayden Facility. Other planned replacements across the Authority in 2024 include lifts at the Paratransit Facility and the Triskett Bus Wash. At the end of September, commitments in this category totaled \$2.7 million, out of the total appropriations of \$8.1 million, leaving a positive variance of \$5.4 million, or 66.8%. This variance is due to staff shortages within the Engineering department at the start of 2024. Recent staff hires within the Engineering department will close the variance gap.

Bus Improvement Program

The Authority continues to retire older fleets and purchase more fuel-efficient vehicles under its Bus Improvement Program. At the end of the third quarter, commitments in this category totaled \$34.9 million, out of total appropriations of \$66.6 million, leaving a positive variance of \$31.7 million, or 47.6%. Planned in FY2024 are replacement of 40 CNG 40ft buses and a replacement Paratransit bus purchase, both to be completed in the 4th Quarter. Federal Transit Administration (FTA) recently announced the awarding of \$10.6 million electric vehicle pilot program. The Authority anticipates new buses and infrastructure to be in place by spring 2027.

Equipment & Vehicles

At the end of the third quarter, the total commitments of \$10.1 million, out of a total budget of \$30.7 million, includes \$7.4 million of ITD expenditures and \$2.7 million of encumbrances, leaving a positive variance of \$20.6 million, or 67.1%. Delays in the Fare Collection project and other information Technology programmed projects result in the large positive variance. Remaining commitments within this category are concentrated on updating equipment and software for scheduling, asset maintenance, fare collection, inventory, cyber security, and financial management.

Facilities Improvements

At the end of the second quarter, total commitments of \$70.3 million, out of the total budgeted \$121.2 million, includes \$34.8 million of ITD expenditures and \$35.4 million of current encumbrances, resulting in a positive variance \$50.9 million, or 42.0%. This variance is due to supply chain issues and inflationary costs affecting the completion of current projects, causing delays with the Tower City East Portal Rehabilitation, W. 117th bridge rehabilitation, Central Rail access road bridge rehabilitation, Main Office roofing repairs, and other smaller facility enhancements.

Other Projects

The Other Projects category includes pass-through grants with Medina, and other miscellaneous capital projects that do not fit into the other capital categories. At the end of June, this category has combined project commitments of \$6.8 million out of the budget of \$13.9 million, resulting in a positive variance of \$7.1 million or 51.2%. These projects include TSA Canine Security Program, Transit Study Programs, Farnsleigh electric charger, Baby-On-Board, MetroHealth Line Bus Rapid Transit (BRT), MicroTransit with ConnectWorks, GCRTA's contribution to Public Square improvements, and Opportunity Corridor.

Preventive Maintenance/Operating Expense Reimbursements

This category includes reimbursements to the General Fund for various eligible activities. These include formula grant-funded preventive maintenance activities within the General Fund, and non-formula grant-funded reimbursements for the delivery of ADA services. Projected commitments at year-end are expected to total \$7.1 million.

Rail Projects

At the end of the first quarter, \$69.9 million of the \$202.8 million budget for the Rail Projects category were committed, resulting in a positive variance of \$132.9 million, or 65.5%. Total commitments include \$44.5 million of ITD expenditures and \$24.5 million of current encumbrances maintaining the focus on achieving SOGR on the rail system. Some of the major projects in this category consist of Light Rail Track Rehabilitation, Overhead Catenary Replacement Program, Substation Improvement Program, Rail Profile Grinding, CTDS Replacement, and completion of the Light Rail Fiber Optic system.

Federal Assistance

The Authority had received funding under CARES Act, CRRSAA and ARP. That funding was restricted to support the Authority's operating budget during the pandemic. Those funds were received from the federal government through the established channels that only allowed capital dollars to be received. The funding was received in the Capital Fund and then transferred to the General Fund to support operations in accordance with the terms of the grants. As a result, this category reflects the transfer of funds to the Authority's General Fund.

Railcar Replacement Program

At the end of the second quarter, \$77.7 million of the \$162.4 million budget for the Rail Projects category were committed, resulting in a positive variance of \$84.7 million, or 52.2%. Total commitments include \$47.1 million of ITD expenditures and \$30.6 million of current encumbrances maintaining the focus on achieving SOGR on the rail system. Some of the major projects in this category consist of Light Rail Track Rehabilitation, Overhead Catenary Replacement Program, Substation Improvement Program, Rail Profile Grinding, CTDS Replacement, and completion of the Light Rail Fiber Optic system.

At the end of the third quarter, total commitments of \$67.6 million, out of the total budgeted \$117.3 million, includes \$39.6 million of ITD expenditures and \$28.0 million of current encumbrances, resulting in a positive variance \$49.7 million, or 42.4%. This variance is due to supply chain issues and inflationary costs affecting the completion of current projects, causing delays with the Tower City East Portal Rehabilitation, W. 117th bridge rehabilitation, Central Rail access road bridge rehabilitation, Main Office roofing repairs, and other smaller facility enhancements

Other Projects

The Other Projects category includes pass-through grants with Medina and other miscellaneous capital projects that do not fit into the other capital categories. At the end of September, this category has combined project commitments of \$7.1 million out of the budget of \$13.7 million, resulting in a positive variance of \$6.5 million or 47.6%. These projects include TSA Canine Security Program, Transit Study Programs, Farnsleigh electric charger, Baby On Board, MetroHealth Line Bus Rapid Transit (BRT), MicroTransit with ConnectWorks, GCRTA's contribution to Public Square improvements, and Opportunity Corridor.

Preventive Maintenance/Operating Expense Reimbursements

This category includes 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. We made a strategic decision to lower the PM reimbursement to \$1 million in order to fund other projects. PM reimbursement is used to draw down the remaining funding of closing grants.

Rail Projects

At the end of the third quarter, \$90.4 million of the \$167.6 million budget for the Rail Projects category were committed, resulting in a positive variance of \$77.2 million, or 46.1%. Total commitments include \$49.9 million of ITD expenditures and \$40.4 million of current encumbrances maintaining the focus on achieving SOGR on the rail system. Some of the major projects in this category consist of Light Rail Track Rehabilitation, Overhead Catenary Replacement Program, Substation Improvement Program, Rail Profile Grinding, CTDS Replacement, and completion of the Light Rail Fiber Optic system.

Railcar Replacement Program

In April 2023, the Board of Trustees (BOT) had approved the purchase of 24 new rail cars and the contract with Siemens Mobility, Inc. In September 2023, the BOT approved the exercise of the first option to purchase 6 additional rail cars at the same contract price as the original 24 rail cars. At the end of the third quarter 2024, \$204.8 million of the \$269.8 million budgeted category were committed for vehicle engineering, vehicle purchase, and rail infrastructure modification design, resulting in a positive variance of \$65.1 million, or 24.1% to cover contingencies. The future decision to procure additional rail vehicles will be determined later in 2024. A resolution will be presented to the Board of Trustees in November to purchase another option of 18 cars, with 12 cars remaining as options to purchase at a later time.

Transit Centers

Currently there are no commitments in the Transit Center project category. ADA upgrades at Warrensville Station are scheduled when rehabilitation of the station occurs in the second half of FY 2025.

Performance Measures

Performance Measure		Q1	Q2	Q3	Q4	YTD
Passengers per bus/railcar hour:						
Bus		16.4	18.0	18.2		17.6
Rail		27.3	29.2	24.6		27.0
Total*		17.8	19.4	19.0		18.7
*Combining bus and rail, passengers per In-Service Vehicle-Hour.						
Revenue Vehicle Cost Per Mile:		2.49*	2.15*	2.92*		2.52*
(Maintenance & Fuel)						
*Estimated Value						
% Of Scheduled Maintenance Completed (Revenue Vehicles)						
Bus		93%	93%	100%		100%
Rail		95%	99%	99%		100%
Paratransit (Revenue)		98%	97%	100%		100%
Paratransit (Non-Rev)		91%	90%	100%		100%

Figure: 9

Critical Success Factors

Passenger Fare Revenue

The Passenger Fare revenue performance measure is discussed in detail in the Financial Analysis Section of the Report.

Preventable Collisions

The GCRTA Preventable Collision Rate (PCR) TEAM goal for 2024 is 1.40. The 2024 YTD 3rd Quarter PCR is 1.76, which is 26% higher than the TEAM goal and 16% higher than the 1.52 PCR for the same period in 2023. Total preventable collisions increased 15% from 256 to 294. Mileage was down 1% vs 2023.

Total Collision Rate

The GCRTA Total Collision Rate (TCR) for the 2024 YTD 3rd Quarter is 3.50, which is 11% higher than the 3.14 TCR for the same period in 2023. Total collisions increased 10% from 528 to 583.

On the Job Injury Rate

The GCRTA 2024 TEAM Injury Rate Goal is 6.75. The 2024 YTD 3rd Quarter Injury Rate of 6.18 is 8% below the TEAM Goal and 26% above the 4.92 Injury Rate for the same period in 2023. Total injuries increased by 24 from 66 in 2023 to 90 in 2024.

Number of Miles Between Service Interruption

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

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

- 11,311 Miles Between Service Interruptions for Q3 2024

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* = $\frac{\text{On Time Measurements}}{\text{On Time} + \text{Early} + \text{Late Measurements}}$
- Fixed route on-time performance: Goal: 85%
 - Q3 2024 (79.96%)
 - Q2 2024 (81.82%)
 - Q3 2023 (83.84%)

Ridership

Total unlinked passenger trips on all GCRTA transit modes.

18,468,980 unlinked passenger trips for Q3 2024 represents:

- 11.2% increase from Q3 2023

Year-to-date ridership by mode compared to 2023

Year-to-Date Ridership 2024 vs 2023	
Motorbus (MB)	11.3%
HealthLine (RB)	17.0%
Heavy Rail (HR)	2.8%
Light Rail (LR)	40.0%
Paratransit (DR)	11.1%
System Total	11.2%

Customer Satisfaction/Boardings Between Complaints
 *For Q3 2024, 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.

Year-to-Date through the 3rd Quarter 2024, the number of complaints decreased by 5.3% and ridership increased by 12.3%, compared to YTD 2023.

- 6,225 Boardings Between Complaints for Q3 2024 represents:
 - 64.13% increase from Q3 2023
 - 17.5% increase YTD from 2023
 - 15.2% increase from Q2 2024

Attendance

Unscheduled Absence Rate - 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 **6.92%** for Q3 2024 represents:

- 1.47% increase from Q2 2024
- 12.85% decrease from Q3 2023

Administration & External Affairs Division

Governmental Affairs & Community Engagement Hosted Visits & Events

- **State Senator Jerry Cirino:** Hosted a visit at the Rail Facility, providing insights into GCRTA's rail operations and future initiatives.
- **OH-11 Grants Seminar:** Natoya presented at an event hosted by Congresswoman Shontel Brown, sharing GCRTA's success as a grantee with an audience of nonprofit organizations.
- **BRT Tour & Information Exchange:** GCRTA facilitated a visit with representatives from Toledo Area Regional Transit Authority (TARTA), City of Toledo, Toledo Metropolitan Area Council of Governments (TMACOG), and City of Sylvania for a tour and exchange of information about Bus Rapid Transit (BRT).

Community Engagement

54th Annual Puerto Rican Day Parade: GCRTA participated with strong representation from staff and two board members, supporting community engagement and cultural celebration.

- **Cleveland's North Coast Lakefront Future Forum:** GCRTA had a table presence, engaging with attendees about transit's role in lakefront development.
- **United Black Fund's Center for Diverse and Thriving Organizations (CDTO):** Presented to the 3rd Cohort at their graduation, discussing how to make service decisions, the importance of community input, and our commitment to connecting to the community.

Conferences & Panels

- **Missouri Public Transit Association Annual Conference:** Served on a panel titled "First Last Mile for Missourians: Current Practices and Future Opportunities," sharing insights on microtransit and connectivity strategies.
- **2024 Latinos in Transit (LIT) Leadership Summit:** Attended the summit and moderated a panel discussion on Latino Employee Resource Groups (ERGs), highlighting GCRTA's commitment to Diversity Equity Inclusion and Belonging (DEIB) and the work for our ERG, Latinos Unidos.

Engagement with Policy Makers & Organizations

- **Engaged with Ohio Department of Transportation (ODOT) Director Dr. Jack Marchbanks:** Participated in discussions with OPTA leadership, focusing on priorities for the upcoming transportation budget.
- **Quarterly Northeast Ohio Areawide Coordinating Agency (NOACA) Meeting:** Attended as an alternate for Mayor Koomar, engaging in discussions on regional planning and collaboration for transportation initiatives.

- **2024 State of the County:** Attended to stay informed on county initiatives and their alignment with GCRTA’s strategic goals.

American with Disabilities Act (ADA)

The Internal ADA Committee has resumed a regular cadence of meetings. The purpose of this Committee is to understand and discuss citizens’ concerns. During Q3, three items were discussed: the Paratransit booking website, ADA CAC Subcommittee feedback, and the East 79th Street Station renovations. In Q3 this Committee met on August 28, 2024. The meeting composition included representation from: OEO/ADA, Marketing, Service Quality, IT, Internal Communications, Legal, Paratransit, and Engineering.

Diversity Equity Inclusion/Office of Equal Opportunity (DEI/OEO)

OEO hosted an Intern, a Junior at Michigan State University. The project for the summer was to prepare a four-year look back, reflecting on the forward movement of the DEIB journey at GCRTA. The final product has been utilized as a tool to tell GCRTA’s DEIB Story and educate the staff and others on how DEIB is incorporated into the business.

Diversity Equity Inclusion and Belonging (DEIB) Learning Series

The Strategic Road Map workshop was conducted on August 22, 2024, in preparation for the contract ending with CCS Academy on August 31, 2024. The roadmap will allow flexibility to set goals and measure progression. In Q3 the DEI&B held trainings on Allyship, Privilege, and Microaggressions. A total of 144 employees attended the DEIB training in Q3.

Marketing:

- Managed the **Let’s Go Together** brand campaign throughout the summer, with the introduction of local social media influencers to promote use of the transit system for convenient and affordable access to downtown destinations and activities. This element of the campaign spurred high engagement and positive comments.
- Continued to support and promote the **Summer Soundtrack Program** (City of Cleveland, Cleveland Municipal School District (CMSD), and other community partners) through August/end of summer break.
- Provided support in the planning, communications, presentation support, and photography/video, to include:
 - Rail Rodeo
 - Bus Rodeo
 - Employee Survey Results
 - GM Town Hall
 - Employee Resource Roadshows
 - Employee Recognition Event
- Community Bus outreach appearances to increase community presence and visibility, and support HR recruitment at select events:
 - June 9: Crocker Park Block Party*
 - June 15: Freedom Fest*
 - June 26: Safety Day at the Zoo
 - July 13: Job Fair at Parma Snow Library*
 - August 4: Cleveland Puerto Rican Parade

- August 6: Cuyahoga County Family Fun Day*
**Supported HR recruitment at these events*
- Worked with Legal to research, prepare, and process two Administrative Procedures:
 - No. 066 Social Media Code of Conduct (to define guidelines for interacting with GCRTA's social media platforms)
 - No. 067 Social Media Authorization and Approval for Employee/Management Use (to define how GCRTA manages its social media platforms)
- Successfully onboarded and oriented two new hires to fill vacancies and increase capacity of the department:
 - Developed and presented Social Media strategies
 - Developed and presented proposal for employee headshots, secured equipment
 - Screen Cloud slide development and management transitioned to new staff
 - Continue to increase video and infographic development to support staff requests/projects
- Preparation, planning, and support of communications and campaign materials for free fare on Election Day
- Preparation and coordination of rollout of 50th Anniversary campaign
- Plan, prepare, and coordinate changing the Community Bus (Connecting the Community wrap) to 50th Anniversary wrap, with lighting and interior winter decorations ready for Q4 community visits

Mobility School Presentation/Training:

The three-day mobility school presentation/training was conducted for 26 students in three schools throughout Northeast Ohio in Q3. The school districts are listed below:

- Positive Education Program, 11500 Franklin Blvd., Cleveland, OH 44102
- Albert Einstein Academy, 20566 Albion Road, Strongsville, OH 44149
- Positive Education Program, 9700 Lamont Avenue, Cleveland, OH 44106

Functional Assessments:

There have been 25 scheduled, 18 approved, 2 denied, and 5 no-show functional assessments in Q3. Since adopting the functional assessment process in-house, our customers have benefited tremendously from a seamless process, customer experience, and cost savings to the Authority.

Community Engagement:

The Community Engagement Team represented GCRTA providing educational presentations, promo items, and information on GCRTA programs at the following community events:

- Dress for Success (DFS) Presentation
- MetroHealth Appreciation Reception
- South Euclid Community ADA Senior Event
- The Church COGIC Community Day
- Moreland's Group Festival
- Fresh Fest

- Stop The Gun Violence Community Resource Fair
- Euclid Beach Villas-ADA and Paratransit Presentation
- The Edna House-Website training
- My Choice (Disability Support Organization)-Website Training

Community Advisory Committee:

In Q3 the Community Advisory Committee (CAC) held its second subcommittee meetings (ADA, Rules, and Advocacy & Education) and conducted its third Committee of the Whole meeting. Members of the CAC also attended the Fresh Fest community event.

Public Information:

In the News:

Press releases: 12

Media Public Records Requests: 24

Riders Alerts: 4

Radio Interviews/Mentions:

- La Mega Radio Interview– Cuyahoga County Family Fun Day in Public Square
- La Mega Radio Interview – Waterfront Line Update
- WENZ/WZAK Interview – Access Cleveland community affairs show – Baby on Board Program
- 90.3 WCPN FM – 2 mentions
- WTAM 1100 AM – 8 mentions

TV Interviews/Mentions:

- WOIO 19 News – 22 mentions
- WJW Fox 8 News – 1 interview “New Day Cleveland” (RTA Career Opportunities) & 14 mentions
- Spectrum News – 1 mention
- WKYC 3 News – 8 mentions
- WEWS News 5 – 6 mentions

Publications:

- Cleveland.com/The Plain Dealer – 21
- Cleveland Magazine – 3
- AXIOS Cleveland - 2
- Signal Cleveland – 5
- Crains Cleveland Business – 3
- Legal Newsline – 1
- NEOTrans – 4
- Scene Magazine – 1
- Head Topics -1
- Mass Transit Daily – 1
- UBGreinfelder – 1
- The Land – 1

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 2022 - 2024 is 21.5%. Per federal regulations, the calculation of Overall DBE participation excludes real estate transactions and the procurement of Transit Vehicle Manufacturers (typically buses and Paratransit vehicles).

The performance period of July 1, 2024 – September 30, 2024, represents the fourth quarter of FFY2024. DBE dollars awarded during the third quarter and FFY to-date on contracts greater than \$100,000 totaled **\$521,809 or 5.7%** on total contracts of **\$9,176,602**.

The performance period of July 1, 2024 – September 30, 2024, represents the third quarter of FFY2024. Federal Dollars awarded on Small Purchase contracts of \$25,000 - \$100,000 during the first quarter FFY to date totaled **\$227,201**.

**CURRENT QUARTER – DBE PERFORMANCE BY CONTRACT CATEGORY
(April 1, 2024 – June 30, 2024)**

Does not include Small Purchase Contracts – DBE Participation

Classification	1st. Quarter Oct. 1 – Dec. 31		2nd Quarter Jan. 1 –March 31		3rd Quarter April 1 – June 30		4th Quarter July 1 – Sept. 30	
African American	0	0	0	0	\$176,155	100%	\$114,335	21.9%
Asian	0	0	\$70,203	16.0%	0	0	\$126,420	24.2%
Caucasian Female	0	0	\$32,010	7.3%	0	0	\$156,000	29.9%
Hispanic	0	0	0	0	0	0		
Sub-Pacific Asian	0	0	\$335,991	76.7%	0	0	\$125,054	24.0%
TOTAL	0	0	\$438,204	100%	\$176,155	100%	\$521,809	100%

Figure: 10

CURRENT QUARTER - DBE PERFORMANCE BY CONTRACT CATEGORY
 (July 1, 2024 – September 30, 2024)
 Does not include Small Purchase Contracts – No DBE Participation

	Construction	Services	Equipment & Supply	Total
DBE Dollars	\$132,000	\$80,000	\$309,809	\$521,809
All Dollars	\$2,515,000	\$5,638,106	\$1,023,496	\$9,176,602
% DBE Participation	5.2%	1.4%	30.3%	5.7%

Figure: 11

YEAR TO DATE
DBE PERFORMANCE BY QUARTER
 (October 1, 2023 – September 30, 2024)
 Total Contracted include Small Purchase Contracts with Federal Dollars Awarded

	Total Contracts	DBE Participation	% DBE Participation
1st Qtr.	\$485,942	\$0	100%
2nd Qtr.	\$1,986,729	\$438,204	22.1%
3rd Qtr.	\$1,186,771	\$176,155	14.8%
4th Qtr.	\$9,403,803	\$521,809	5.5%
TOTAL	\$13,063,245	\$1,136,168	8.7%

Figure: 12

Office of Business Development Activities

Outlined below are selected efforts undertaken during the fourth quarter of FFY 2024

Selected Certification Activities during the quarter include:

- New/Interstate Certification: 3
- No Changes Declaration: 20
- On-Site Review: 5

Selected Contract Compliance Activities during the quarter include:

- Completed: 25 Goal Settings
- Reviewed: 21 Certified Payroll Reports
- Monitoring 7 Projects

Selected Outreach Efforts during the quarter include:

- Attended ODOT's B2Gnow Certification Training in Columbus, Ohio
- Attended the State of Cuyahoga County Address
- Attended GoTo Webinar hosted by ODOT for the roll-out of the New DBE Certification System – B2Gnow
- Attended National Training Institute: American Contract Compliance Association (ACCA) in Seattle, Wa
- Attended COMTO 53rd National Meeting and Training Conference in Houston, Tx
- Participated with Goldman Sachs 10,000 Small Businesses Cohort Interviews

Selected Other Involvements

- Attends EWT Professional monthly virtual meetings
- Attended the 2024 Finance Division Retreat
- Met with Norlynn Story with US Bank about future collaborations on outreach events



Quarterly Performance Report

Division/Department: Office of Equal Opportunity (OEO)

Date: October 18, 2024

Report completed by: Office of Equal Opportunity and Employment & Recruitment

Phone #: Ext. 3094

Affirmative Action

The Affirmative Action Goals for the employment of women and minorities in all categories for the years (2024-2027).

KEY PERFORMANCE MEASURES

EEO Job Category	2024 Quarterly Performance Report														Total Placements										
	Male							Female							Q1	Q2	Q3	Q4							
	Total Placements Hispanic or Latino Males Goal Q3	Total Placements Hispanic or Latino Males Q3	Total Placements Black Male Goal Q3	Total Placements Black Male Q3	Total Placements Asian Male Goal Q3	Total Placements Asian Male Q3	Total Placements Two or More Races Male Goal Q3	Total Placements Two or More Races Male Q3	Total Placements White Males Goal Q3	Total Placements White Males Q3	Total Placements American Indian or Alaska Native Female Goal	Total Placements American Indian or Alaska Native Female Q3	Total Placements Black Females Goal	Total Placements Black Females Q3	Total Placements Hispanic or Latino Females Goal	Total Placements Hispanic or Latino Females Q3	Total Placements Asian Females Goal	Total Placements Asian Females Q3	Total Placements Two or More Races Females Goal	Total Placements Two or More Races Females Q3					
Officials & Administrators	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---				
Professionals	---	---	---	---	3	---	---	55	4	---	---	---	---	---	1	---	1	---	---	---	3	10	4		
Technicians	---	---	---	---	---	---	---	20	---	---	---	---	---	---	2	---	---	---	---	---	---				
Protective Service	---	---	8	1	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	4	1	1		
Admin Support	---	---	---	---	---	---	---	45	---	---	---	---	---	---	---	---	1	---	---	---	---	3	2		
Skilled Craft	12	---	---	---	2	---	3	18	---	---	---	---	8	---	1	---	2	---	---	---	---	2			
Service Maintenance	25	1	---	---	9	1	8	229	2	1	---	---	---	---	24	1	10	---	---	---	6	16	7		
TOTAL	37	1	8	1	14	1	2	371	6	1	1	8	8	28	1	14	1	1	1	---	18	29	12		



Quarterly Performance Report

EEO Job Category	Remaining to Reach Parity Males	Remaining to Reach Parity Females
Officials & Administrators	0	2 White Females
Professionals	3 Asian Males	39 White Females, 1 Asian Female
Technicians	0	20 White Females, 2 Hispanic or Latino Females
Protective Service	2 Black Males	2 White Females
Administrative Support	0	40 White Females, 1 Asian Female
Skilled Craft	10 Hispanic or Latino Males, 2 Asian Males, 3 Two or More Races Males	18 White Females, 8 Black Females, 1 Hispanic or Latino Female, 2 Asian Females
Service Maintenance	18 Hispanic or Latino Males, 7 Asian Males, 2 Two or More Races Males	222 White Females, 1 American Indian/ Alaska Native Female, 18 Hispanic or Latino Females, 10 Asian Females

*The Total Placements reported include new hires, rehires, and promotions in each designated category. Two goals have been met in 2024. Goals met are highlighted in green.

*The Employment Recruitment Department (ERD) and OEO collaborate to ensure the recruitment and selection/offer process is conducted with the Affirmative Action goals in mind. The following recruitment efforts were conducted to put forth a good faith effort to increase our applicant pool of candidates to meet our goals:

July – Sept. 2024 | “23” COMMUNITY CONNECTIONS

July	August	September
Law Enforcement Hiring Event	Cleveland Puerto Rican Parade & Culture Festival	Heartbeat of our Community Career Fair
RTA Mechanic Recruitment Event	Maximus Onsite Job Fair	Vet Connect / Veteran Stand Down
Bus Operator Career Fair	Mooreland’s Group Festival	CSU Fall 2024 Engineering & Science Fair
	Community Day	Global Cleveland Job and Resource Fair
	Summer Employer Series Workshop	Metropolitan Campus Open House
	Community Block Party	2 Pre-Registration Days w/ Urban League
	Transit Police Open House	Pre-Registration Day at Tri-C Access Center (Esperanza)
	RTA Application Session	Pre-Registration Day at Cuyahoga Public Library
	Cleveland Public Library Pre-Registration Event	Pre-Registration Day at Cleveland Public Library
	2024 Cuyahoga County Family Fun Day	



OUTCOMES

July to September 2024
 3rd Qtr. Total Number of Hires = 132

Ethnic Origin	Total
American Indian or Alaskan Native	3
Asian	1
African American/Black	91
Hispanic	4
Two or More Races	9
Native Hawaiian or Other Pacific	1
White	18
DND	5
Total	132

<u>Job Category</u>	<u>Lead Referral Sources</u>
118 = ATU	Advertisement - 7
4 = FOP	Agency - 7
10 = Non-Bargaining	College/Univ - 1
	Indeed - 33
<u>Gender</u>	Job Fairs – 14
82 = Male	Other Sites – 3
50 = Female	OMJ - 4
	Other - 25
	Referrals – 12
	Did Not Disclose - 26



OUTCOMES

July to September 2024
 3rd Qtr. Total Number of Promotions = 20

Ethnic Origin	Total
American Indian or Alaskan Native	0
Asian	0
African American/Black	8
Hispanic	1
Two or More Races	0
Native Hawaiian or Other Pacific	0
White	11
DND	0
Total	20

Job Category
 8 = ATU
 0 = FOP
 12 = Non-Bargaining

Gender
 12 = Male
 8 = Female



Succession Planning and Employee Development

GCRTA continues to enhance its People Strategy by expanding access to educational and development opportunities that lead to skills-development, increased awareness to innovative ideas, differing perspectives, and foster a culture of learning.

RTA and Tri-C Community Training & Development Job Hub Partnership

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

Core Program Updates (Q2 2024)

- **Frontline leader** – Our partnership cohort of the Frontline Leader program continued and completed in the third quarter, with eleven (11) RTA employees attending and completing the program alongside a group of employees from the Ohio Turnpike Commission. Training took place at Tri-C Corporate College.
- **Lean Six Sigma** – Nine (9) employees from Operations and Finance earned the distinction of Lean Six Sigma Black Belt by completing rigorous coursework and process improvement projects in their departments.

Technical Skills Building, Leadership, and Professional Development

Throughout the 3rd quarter of 2024, several employees participated in or began a wide variety of development programs offered by local community partners and external vendors.

- **Vendor Training** – One level of Big J Railway Signal Training delivered in August. Welding Training through Lincoln Electric Welding School was procured for two (2) Power & Way employees, one of which graduates 11/1/2024. Track employee training is procured through the Railway Educational Bureau and will commence December 2nd, 2024. Signal Person and NFPA 70E procured and delivered in August.
- **Ohio Ethics Commission** – The Ohio Ethics Commission came to RTA and delivered two engaging in-person sessions about the Ohio Ethics Law and its application to RTA employees. Fifty-two (52) employees attended these sessions. Fifty (50) additional employees attended a virtual session with the same facilitator.
- **National Transit Institute** – Transit professionals from around the country came to Cleveland to attend a 4-day *Procurement IV* training hosted by GCRTA and facilitated by the National Transit Institute.

Employee Engagement and Enrichment Programs

- **Tuition Reimbursement** – With the support of an intern assigned to Information Technology, the Tuition Reimbursement Program application was revised for improved workflow and automation. Participants can now complete their applications, route for signatures, and submit grades and payment information in one system.
- **Public Records Training** – The Legal Department staff conducted training on the public records laws, procedures, and expectations for leaders, with an extended portion of training just for Transit Police.
- **Performance Evaluation Training** – In partnership with TransPro, Training and Employee Development kicked off the training for the revised Performance Evaluation process, starting with an all-day session for senior leaders. Throughout the third quarter, nearly all non-bargaining employees attended a training session on this topic.
- **Career Development Office Hours** – The Manager, Employee Development and Talent Management Specialist provided district employees with access to Career Development Office Hours at each work location at various times. This initiative provides district employees with easy access to professional development conversations and resources.
- **Operator Mentoring Certification** – Eight (8) mentors were certified for the Positive Impact Program, which identifies veteran operators committed to ensuring new operators have a firm foundation to build fulfilling careers.
- **Road Instructor Certification** – Twelve (12) bus operators were certified in the program, which identifies, upskills excellent operators, and prepares them to be road instructors to assist newer operators in succeeding during training.
- **Healthline Smith System Training Pilot** – Thirty (30) new bus operators were additionally trained on the Healthline Training Pilot which was established to help decrease accidents and increase awareness on our highest accident and ridership route.
- **Hostler and Mechanic Driver Refresher** – Four (4) new hostlers and mechanics were additionally trained on the Healthline Route, and how to maneuver the coach through the garages at CBM, Triskett and Hayden. This program was established to help decrease accidents and increase awareness within each garage.
- **Mechanic Apprenticeship Program** – Six (6) new mechanic apprentices were onboarded to become aspiring mechanics. The program includes hands-on training, mentorship from experienced professionals and theoretical lessons to equip participants with essential skills. The initiative aimed to bridge the gap between academic knowledge and practical experience, ensuring that apprentices gain a comprehensive understanding of automotive mechanics. The responses have been positive, with participants expressing enthusiasm for the learning opportunities and practical experience offered.
- **Community Engagement** - The Parma Fire Department requested the training team to bring a bus out to Forestwood Park on three separate occasions for training sessions involving the fire department. The goal was to ensure the fire department could access our buses correctly in case

of an emergency. Each 4-hour session involved about 30 firefighters and focused on emergency exits, equipment, Amerex fire suppression system, and CNG fuel.

- **Summer Internship Program** – From June to August, RTA hosted an outstanding group of interns with passions for public service and transportation. They networked with transit leaders at the APTA Rail Conference, worked alongside RTA staff to support critical projects and initiatives, and presented their results and recommendations to stakeholders. Four interns were hosted by Engineering and Project Management, and eleven interns were assigned to various departments based on organizational needs and requests for interns. Two interns came from California and New York, and many others were Northeast Ohio residents. One intern was promoted to Staff Auditor by the end of the summer. Overall, the program was a resounding success, thanks to the support of many leaders across RTA.
- **Employee Investment Lunch & Learn** – Members of the Training and Employee Development department presented to members of the Elevating Women Together in a lunch and learn about employee investment. Topics included program overviews, information about how to participate, and emphasis on the importance of continuous learning for professional growth.
- **Service Quality Soft Skills Training** – In partnership with Operations, Training and Employee Development provided training to all Service Quality Supervisors on the topics of Emotional Intelligence and Stress Management throughout the third quarter. This Traction-based initiative will continue through the end of the year.
- **Active Shooter Response Drills** – Transit Police conducted drill-based training to help prepare employees of the Main Office to respond to unsafe situations in the workplace. The feedback from participants was overwhelmingly positive. These drills will be offered at districts early in 2025.

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). 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.

Employee led development opportunities, engagement events, and RTA training and development initiatives customized for the interests and needs of RTA employees.

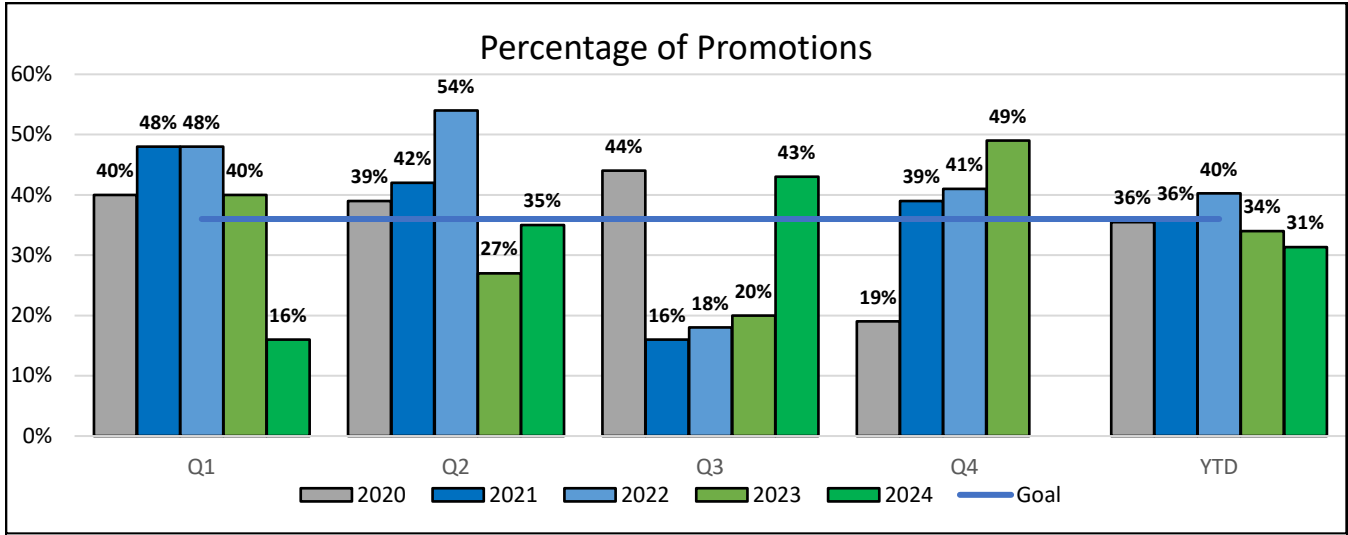


Figure 13: Percentage of Promotions

Listed below are notable promotions during the 3rd quarter of 2024 that highlight our succession planning and employee development efforts:

Technical, Supervisory, Managerial Succession

- Shawnee Hubbard promoted from Assistant Transportation Manager to Manager, Service Quality in the Operations Division
- Kimberly Wright promoted from Operating Instructor to Transportation Manager in the Operations Division
- Donald Tereba promoted from Resident Engineer II to Engineering Project Manager-Facilities in the Engineering & Project Management Division
- Ida Marshall promoted from Talent Acquisition Manager to Sr. Manager, Talent Acquisition in the Human Resources Division
- Robert Jefferson promoted from Talent Acquisition Business Partner I to Talent Acquisition Business Partner II in the Human Resources Division
- Miles Varga promoted from Supervisor Power & Way to Supervisor, Traction Power in the Operations Division
- Kylie Cianciolo promoted from Public Transit Development Intern to Staff Auditor in the Executive Division
- Fiona Gibbons promoted from Talent Acquisition Business Partner I to Talent Acquisition Manger in the Human Resources Division
- David Rapp promoted from Equipment Servicer to Quality Assurance Warranty Specialist I in the Operations Division

- Avery Rogers promoted from Operating Instructor to Manager, Service Quality in the Operations Division
- Jeffrey Macko promoted from Planning Team Leader to Manager, Service Planning in the Operations Division
- John Bednar promoted from Maintenance Technician to Facilities Maintenance Crew Leader 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
<u>Bridges</u>		
Waterfront Line Bridge Repairs (27Z)	Bridge Repairs (design including MSE walls) Designer: Hardesty & Hanover Cost: \$1,508,456	Project advertised on December 27, 2020, with Hardesty & Hanover selected March 1, 2021. Contract Award approved at May 25, 2021 Board meeting. NTP issued June 21, 2021. Load rating received August 23, 2021, advising no capacity and emergency shoring needed. Emergency shoring towers ratified by Board September 14, 2021. Shoring plans received from Hardesty & Hanover September 15, 2021. Four towers were inspected and completed on December 13, 2021. Project awarded to Great Lakes Construction September 20, 2022. NTP issued October 18, 2022. Bridge reopened August 25, 2023. Zero Longitudinal Restraint (ZLR) rail clip issue ongoing. Consulted on resolution. Contract closed. THIS IS FINAL REPORT.
	Bridge Repairs including MSE walls. Construction Contractor: Great Lakes Construction Company Cost: \$8,745,842	Project awarded to Great Lakes Construction September 20, 2022. NTP issued October 18, 2022. Post tensioning and MSE wall work completed. Track installation completed. Bridge reopened August 25, 2023. Replacement of Zero Longitudinal Restraint (ZLR) track clips holding project open. ZLR clips expected March 2024. Clips need to be modified. Working to resolve issue. Pandrol working on implementation Of new ZLR clip.

<p>Tower City East Portal Rehabilitation (52N)</p>	<p>Design of repairs to Tower City East Portal including track, power and signal. Designer: E.L. Robinson Cost: \$989,942</p>	<p>Contract awarded by Board on February 19, 2019. Notice to Proceed issued on April 4, 2019. Design proceeding. Track 8 duck-under to remain. Plans complete. Project issued for bids March 28, 2022. No bids were received. Estimate updated.</p> <p>Procurement readvertised for 60 days, due December 11, 2023. One bid received. January 2024 Board awards NTP February 20, 2024. Kick-off meeting March 7, 2024. Field work began June 24, 2024. Consultant support ongoing.</p>
<p>Tower City East Portal Rehabilitation (52N)</p>	<p>Construction Contractor: Great Lakes Construction Company Cost: \$15,798,756</p>	<p>Board awarded January 23, 2024. Notice to Proceed issued February 20, 2024. Project kick-off on March 7, 2024. Field work began June 24, 2024. Demolition work continues. Repair work has commenced.</p>
<p>W. 117th Track Bridge Rehabilitation (62A)</p>	<p>Design for repairs to bridge and station platform Designer: Michael Baker International Design Cost: \$513,430</p>	<p>Board Awarded February 2021. NTP April 23, 2021. Field inspection and survey complete as of June 18, 2021. Phase 1 plans received August 13, 2021, and comments returned September 13, 2021. Phase 2 plans reviewed and comments returned on November 10, 2021. 60% plans (Phase 3) received January 15, 2022 and comments returned February 12, 2022. 98% plans reviewed and comments returned June 24, 2022. 100% package for bidding received September 16, 2022. Beginning Construction Administration Services including submittal review.</p>
<p>W. 117th Track Bridge Rehabilitation (62A)</p>	<p>Bridge repairs including platform replacement. Construction Contractor: Suburban Maintenance Construction Cost: \$8,827,003</p>	<p>Contract awarded by Board on May 16, 2023. Notice to Proceed on July 12, 2023. Construction agreements and submittal returns from NS throughout quarter. Contractor demobilized for winter December 15, 2023. NS installed ballast retainer March 25, 2024. Restarting construction on April 15, 2024. Eastbound track demolished, bridge cleared for new deck. Bridge steel cleaned and repainted. New eastbound deck placed. Work on westbound bridge and track underway.</p>

<p>Red Line Flyover West of Stokes (62C)</p>	<p>Design Estimate: \$540,000</p>	<p>Project to repair or remove bridge over abandoned industrial track. Preliminary design underway. Drainage investigation and soil borings completed as part of preliminary design. Preliminary design received December 15, 2023. Summary of design alternatives prepared for evaluation and selection of preferred alternative.</p>
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<p>Special Bridge Inspections Engineering Services for 2023 (20.29)</p>	<p>Services Cost: \$\$350,000 Services Firm: TBD</p>	<p>Inspection of forty-six (46) structures that have Steel Non-Redundant Tension Members (STEN).</p>
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Track, Signal & Power

<p>Trunk Line Signaling Design (12D)</p>	<p>Design for Trunk Line (E. 79 to Shaker Sq. Station) Signal System Replacement</p> <p>Designer: Rio Grande Pacific Technology</p> <p>Cost: \$381,330</p>	<p>Contract awarded by Board on December 17, 2019. NTP issued February 13, 2020. Trunk Line Survey Report received March 2020. Initial design completed and package sent to Procurement June 23, 2021.</p> <p>Bids received on August 18, 2021 but project canceled by Procurement. Second advertisement unsuccessful on December 8, 2021.</p> <p>Project submitted March 28, 2022, for third Procurement effort. Trip stop at LR100 removed from scope.</p> <p>Project submitted September 30, 2022, for fourth Procurement effort. Bids opened December 16, 2022. Awarded to Bison Rail Services at January 31, 2023 Board meeting. Notice to Proceed April 3, 2023. Consultant services limited because of staffing losses and contractor design changes.</p>
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<p>Trunk Line Signal Replacement – Construction (12D) (12D(a))</p>	<p>Construction Contractor: Bison Rail Services Construction Cost: \$5,593,358 Northeast Ohio Trenching Construction Cost: \$407,000</p>	<p>Project submitted September 30, 2022, for fourth Procurement effort. Bungalow foundations submitted as separate Project. 12D(a). Bids opened November 30, 2022, for 12D(a) and December 15, 2022 for 12D. Both 12D Bison Rail Services and 12D(a) Northeast Ohio Trenching contracts awarded at January 31, 2023 Board meeting. NTP 12D(a) issued March 2, 2023. NTP 12D issued April 3, 2023. Major change order (\$1,133,578) to vane-relay based track circuits approved. Fiber optic communication between bungalows is necessary.</p>
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<p>Red Line 515 turnout Return to Service (12F)</p>	<p>Designer: Mott MacDonald Design Cost: \$219,284 Construction Contractor: Hatzel & Buehler Construction Cost: \$2,766,579</p>	<p>Return to service turnout 515 at west end of Brookpark Yard. Includes signal, track and CTDS work. Project will include work to add CAB loop to yard siding to support new railcar testing. Project awarded February 16, 2021, Board. 90% design received review completed in November 2021. First bidding no responsive bids received. Package circulating for approvals prior to second bid. Increased estimate. Readvertised April 17, 2023. Bids opened on May 17, 2023. Awarded at July 25, 2023 Board Meeting to Hatzel & Buehler. Notice to Proceed issued August 14, 2023. Information being gathered on VPI and related wayside equipment. Software files being tested. Project on schedule at this time. Work on new 480V power supply to be completed pending relay case installation. Track ballast installed, track anticipated Spring 2025.</p>
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<p>Consolidated Train Dispatch System (CTDS) Upgrade (12H)</p>	<p>Furnish and Install B&C Transit Cost: \$4,045,000</p>	<p>Replacement, testing and commissioning of new front end and back-office equipment including programming. RFP issued and pre-proposal held March 16, 2022. Proposals received on May 5, 2022. Selected proposal awarded at the September 20, 2022, Board.</p> <p>Contract completed and NTP issued March 6, 2023. Preliminary project schedule received. Conceptual design received on September 1, 2023. Comments returned to B&C for action.</p> <p>Final design received February 2024. Design evaluation complete April 2024. Design comments addressed and Final Approval issued. System assembly in progress. FAT test to be held in California.</p>
<p>CRMF-Track 3 (52Y(a))</p>	<p>Track 3 and four Transfer Table Crossings Repair Designer: Parsons Design Cost: \$79,577</p>	<p>Task Order to On-Call for Transfer Table modifications June 5, 2024. Modifications will allow continuous operation of table from Track 3 without halting. Design at 90%. Proof on concept rail head welding quote received from Morrison Metal Welds.</p>
<p>Red Line Rail Grinding Program (52U)</p>	<p>Design Consultant: Advanced Rail Management Design Cost: \$481,369</p>	<p>Field Investigations completed, wheel and rail profiles agreed upon. Final Report submitted and RFP issued. Grinding proposals were received on November 14, 2023, and contract awarded on April 18, 2023. ARM/LORAM visited GCRTA July 12-14, 2023. August 23, 2023, NTP to LORAM for project kickoff.</p> <p>ARM grinding report received December 30, 2023, and under review. ARM interacting with Railcar Replacement Project regarding 100 RB rail profile.</p> <p>Awaiting final invoice to close project.</p>

<p>Trunk Line Track Rehabilitation E. 75th St. Interlocking (52X)</p>	<p>Construction Contractor: Delta Railroad Construction Cost: \$3,887,131</p>	<p>Track reconstruction at the Red/Blue and Green (Heavy/Light Rail) Line Junction. Work includes rail, tie, turnout and switch machine replacement. Work also includes new ballast and track surfacing to line and grade.</p>
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Bids received on June 16, 2022, and contract awarded at the July 26, 2022 Board meeting. Notice to Proceed issued August 31, 2022. Special track work submittals approved, other submittals in process. Work completed during shutdown August 20 – September 30, 2023.

Additional work to occur during July 7, 2024 - August 3, 2024. shutdown. Three major change orders were approved: switch machine wiring relocation; insulated joint addition; terminal boxes mounting improvements. Work completed. Project in closeout.

<p>Warrensville/Van Aken Substation Replacement (60B)</p>	<p>Furnish and Install Modular Warrensville/ Van Aken Substation Contractor: Hatzel & Buehler Construction Cost: \$3,024,828</p>	<p>Project Board Award approved on November 19, 2019. Notice to Proceed issued January 16, 2020. Resolution for Illuminating Company utility agreement approved. Prefabricated substation received and installed. House power connected for lighting, heating and cooling. Landscaping completed in October 2022. Illuminating Company has completed installing reclosers and switches. Project completion dependent on necessary testing by Powell Industries, switch gear manufacturers. Illuminating Company has energized substation. Short-circuit test to be part of commissioning</p>
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<p>Warrensville/Van Aken Substation Replacement (60B)</p>	<p>Contractor: The Illuminating Company Construction Cost: \$916,063.79</p>	<p>The Illuminating Company (TIC) agreement to install main feeders approved by the Board on September 28, 2021. TIC received the majority of the power equipment in December 2022. Work completed on temporary busway and feeder duct in existing busway. All other underground ducts are complete. Cabling being installed. Sectionalizers installed. Feed installation complete. Some low-voltage service work remains for future comfort station, doesn't affect substation availability.</p>
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<p>W. 117th Substation Rehabilitation (60C)</p>	<p>Contractor: Lake Erie Electric Construction Cost: \$2,356,963</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 completed and equipment manufactured. Delivery and construction began on October 24, 2022.</p> <p>Installation of new equipment complete. PC breaker panel and House AC Service panels added. Final feeder installed. Station energized, testing underway. Awaiting missing relays installation.</p>
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<p>E. 120th Substation Replacement (60E)</p>	<p>Construction Contractor: Fowler Electric Construction Cost: \$7,194,208 Does not include property and easement costs.</p>	<p>Replacement of existing under-bridge substation in its entirety by installation of modular unit similar to Puritas (60A). Design in-house supplemented by On-Call for specific tasks such as foundation design. City Planning approved the project.</p> <p>Environmental re-approval required for project that now includes driveway parcel purchase in lieu of easement. Phase II report completed. Additional information requested by FTA provided. FTA Environmental approval granted. Apparent low bidder, Fowler Electric, to be presented to December Board.</p>
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Passenger Facilities - Rapid Stations

<p>Warrensville- Van Aken Station (24W)</p>	<p>Reconstruction of Warrensville- Van Aken Station In-House design Current Estimate: \$6,800,000</p>	<p>In-house design for new station includes platforms, track replacement/realignment, power modifications in connection with Project 60B and new comfort station/waiting area service building. Project also coordinates with Shaker Public Realm Improvements. ODOT TRAC funding will help complete track replacement under Project 24W(a).</p> <p>Environmental clearances received from FTA. Final approvals obtained from City of Shaker Heights. 100% set prepared for IFB.</p> <p>Scope reviewed and cost estimated including 10% bid and 10% construction contingencies. Set RFS in circulation. Project failed to bid within 110% of estimate. Project to be rebid.</p>
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Warrensville-Van Aken Track, Signal, Catenary and Power Infrastructure (24W(a))	Reconstruction of Warrensville-Van Aken Rail Infrastructure Budget: \$8,800,000	Track, Catenary and Signal design completed. Catenary shop drawings to be provided by contractor. Project bids to be received December 6, 2024.
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E. 79 th Light Rail Station (24X)	Reconstruction of E.79 th Light Rail Station Designer: Bowen+ Design Cost: \$934,447 Construction Budget: \$10,000,000	Consultant is incorporating GCRTA 60% comments and progressing the package to 90%. NEPA documents have been submitted to FTA. Public Art Call has been advertised. Art proposals are due August 3,2024. Project proceeding to 90% design.
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Planning

Baby on Board (19.03)	In various locations in the County Contractor: Brasco & Cuyahoga County Board of Health Budget: \$500,000	<p>ODOT awarded funds to improve bus waiting environments in selected zip codes with high levels of infant mortality MOU signed with County Board of Health. Staff has identified locations and scope work. The bus shelters have been ordered from a \$160,775 contract with Brasco.</p> <p>An Amended MOU was approved by the Board of Trustees on July 26, 2022. This Amended MOU expands the program throughout the County and allows marketing expenses. A new marketing campaign has been launched with new graphics and wrapped buses. All shelter improvements are completed. ODOT has just approved the extension of the grant through December 31, 2024.</p> <p>The revised MOU has been executed. A board presentation is completed in February. Fare requests and the number of partners has increased dramatically. Won WTS Innovative project award. A presentation was made at OTEC Conference in October.</p>
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<p>RTA ConnectWorkS MicroTransit (19.30 a & b)</p>	<p>Contractor: Share Mobility (\$300,000) (19.30 a) (\$300,000) (19.30 b)</p>	<p>Project includes the provision of Micro Transit First/Last Mile services from an RTA location to a work site. GCRTA is contributing 50% of a flexible service focused on getting workers the first and last mile to their job site. The First proposals are due on November 12, 2021. The GCRTA Board awarded 2 contracts on April 12, 2022. A Contract with Share has been executed and service began on December 14, 2022.</p> <p>A new contract with Share Mobility for the Aerozone was awarded by the Board and contract executed on August 10, 2023. Service began on October 16, 2023. Amazon was added to the Solon Circulator route. Aerozone is growing in ridership. Change Orders have been processed on both. Solon change orders added service through August 31, 2024, and \$62,500. Aerozone’s new contract completion date was extended without cost. A Board Committee Presentation is scheduled for August 13, 2024. Solon service has ended. Share Mobility has expanded its marketing efforts.</p>
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<p>Shaker Shelter Replacement Program (18.82 a-c)</p>	<p>Replacement of shelters Along the Blue and Green Lines Contractor: TBD Budget: \$2,500,000</p>	<p>CMAQ funded project to replace and enhance light rail stations on Shaker Lines. A Section 106 Consultant was hired first and has completed the approval by FTA and OHPO. The public planning and design process has concluded resulting in a shelter design and amenity package that met the approval of GCRTA customers, Shaker Heights Planning Department, and residents.</p> <p>It also included architectural support from a shelter manufacturer and resident GCRTA architect. Three RFP/IFB packages have been completed but is being delayed due to funding issues. The project is on the STIP, and funding is available. Three packages were advertised for award in fourth quarter.</p>
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<p>Broadway Corrido TOD Plan (71)</p>	<p>TOD plan for Broadway Contractor: City Architecture Cost: \$484,426.59</p>	<p>TOD Plan Funded by FTA TOD Planning Funds to evaluate transportation improvements on Broadway Avenue from the E. 34th Rapid Transit Station to E. 93rd Street. This plan includes transportation, TOD, Affordable Housing, pedestrian/bile connections in the corridor. It is being delayed due to funding issue. The project is on the STIP, and funding is available. Three packages were advertised for award in fourth quarter.</p>
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<p>Transit Access Barrier Study (19.73)</p>	<p>Vendor: HDR Engineering Contract Amount: \$649,641</p>	<p>Study of identify the barriers to use of transit by populations in persistent poverty. Funded by FTA as part of their AoPP grants (Areas of Persistent Poverty). Proposals have been received, evaluated and recommendations scheduled for Board Committee on January 9, 2024. Contract awarded by the Board of Trustees at the January 23, 2024, meeting. Contract period is 18 months. The Notice to Proceed was issued on May 21, 2024. The First Stakeholder meeting was held on August 28, 2024. First round of focus meetings are underway. Thirteen meetings scheduled for the first few weeks in November</p>
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Maintenance Facilities

<p>District Bus Garage Hayden Replacement Roof (19.36)</p>	<p>Contractor: Terik Roofing, Inc. Construction Cost: \$5,775,294</p>	<p>Project awarded at April 2023 Board. Notice to Proceed issued on June 26, 2023. Project Substantially Complete, change order and punch list work continuing. Project closed. THIS IS FINAL REPORT.</p>
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Bus Rapid Transit

MetroHealth Line
BRT
(70)

Consultant: Michael Baker
International

Contract Amount:
\$2,353,751

Project will complete NEPA, Section 106 and construction documents for four-mile BRT from Detroit/Superior Bridge to Broadview/State/Pearl intersections. Continuation of W25th TOD plan. Project included in list of projects eligible as FTA Small Starts. Readvertised September 6, 2022, and proposals received October 6, 2022. Procurement canceled.

Third version of RFP advertised on June 26, 2023 with proposals due July 27, 2023. Station and associated signage design to be done in-house. Proposals received. Board awarded on January 23, 2024.

Notice to Proceed issued on February 14, 2024. Kick-off meeting for project office and stakeholders held. Bi-weekly progress meetings being held. APE information turned into FTA May 7, 2024. First Community Engagement Meeting held June 27, 2024.

Traffic analysis and modeling at 90%. Overall design approximately 10%. Station design is underway in-house, preliminary locations according to survey. Cultural Resource and Effects Report in preparation. Comments from Public Engagement being reviewed to inform design as it proceeds to 30%. 30% design received and approved. Comments being evaluated from all stakeholders. Design proceeding to 60%. Second community engagement meeting being scheduled for November 20, 2024.

QUARTERLY MANAGEMENT REPORT

3rd Quarter - 2024



OUR MISSION: CONNECTING THE COMMUNITY



Greater Cleveland
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QUARTERLY MANAGEMENT REPORT

3rd Quarter - 2024



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