



Board of Trustees  
Meeting

May 25, 2022  
5:00PM

**Stark Area Regional Transit Authority  
Board of Trustees Meeting  
April 27, 2022 @ 5:00pm**

Mr. Macala called the meeting to order at 5:08pm.

**Attendance**

**Board** (Quorum Present)

Ron Macala (President), Margaret Egbert, Ed Grier, Rex Morey, Chet Warren, Myra Watkins

**Excused**

James Reinhard (Vice President), Greg Blasiman, Amanda Fletcher

**Staff**

Kirt Conrad (Executive Director/CEO), Mark Finnicum (Chief Operations Officer), Carrie Domer (Director, Finance), Craig Smith (Director, Information Technology), Tammy Marie Brown (Director, Human Resources)

**Other**

Paul Malesick (KWGD)

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**Approval/Correction of Meeting Minutes**

*March 23, 2022*

*April 13, 2022*

Mr. Warren moved to adopt the meeting minutes. Mr. Grier seconded the motion; vote passed unanimously.

**Departmental Reports**

**Transportation & Maintenance** (Mark Finnicum)

- Proline rides continue to increase, averaging about 500 rides a day. Fixed route is slowly increasing, averaging just below 4,000 rides per day.
- The new bid has been posted and bidding will begin May 2, 2022.
- Ten (10) Paratransit, three (3) Wayne County, and seven (7) CNG vehicles have been purchased.
- Cornerstone remodeling is almost complete.
- A new Maintenance Technician was hired.

**Finance** (Carrie Domer)

- The new Accounting Manager will start April 28, 2022.

- SARTA is under budget for expenditures and over budget for revenue.
- Finance is under its second audit, which is with the Bureau of Workers Compensation.
- The 2021 Triennial Audit will begin mid-June.

#### **Development & Special Projects (Clayton Popik)**

- The Dominion easement for the 8-inch pipeline, which runs in the back of the property, has been updated with the new parcel information and proposed location for moving the pipeline out of the way for construction.
- Wayne County service has increased to fifty (50) individual riders.
- The Steering Committee Streetcar discussion is scheduled for May 4, 2022.

#### **Customer Relations (Latrice Virola)**

- NEORide has an open RFP EZConnect, which is technology to support a regional call center and MAAS (Mobility As A Service).

#### **Information Technology (Craig Smith)**

- SARTA is on target with the Genfare installation and is expected to be active in July.
- SARTA's new website will launch in 2-3 weeks.

#### **Human Resources (Tammy Marie Brown)**

- Seven (7) NON-CDL operators were released to the Extra Board.
- Two (2) individuals are scheduled to test for their CDL.

#### **Communications from Executive Director/CEO**

- SARTA received the GFOA Achievement of Excellence Award of Distinction for 2020. The Board congratulated Ms. Domer and her staff.

#### **Resolutions**

##### **Resolution #15**

##### **A Resolution To Adopt an Information Security and Confidentiality Policy**

Mr. Grier moved to adopt the resolution. Ms. Egbert seconded the motion; vote passed unanimously.

##### **Resolution #16**

##### **A Resolution To Dispose Of Obsolete And Unusable Vehicles**

Ms. Egbert moved to adopt the resolution. Mr. Grier seconded the motion; vote passed unanimously.

**Resolution #17**

**A Resolution To Authorize The Executive Director/CEO To Implement Proposed Changes To Massillon Fixed Routes #102, #122, #124, #125, #126, #128, #152, #157 Effective Monday, May 16, 2022**

Mr. Grier moved to adopt the resolution. Mr. Warren seconded the motion; vote passed unanimously.

**Resolution #18**

**A Resolution To Authorize The Executive Director/CEO to Enter into Agreement with Omnipro Services, LLC for Task Order 007 – Pre-Construction Management Services for both the Massillon Transit Center & the new Administration Building**

Mr. Grier moved to adopt the resolution. Mr. Warren seconded the motion; vote passed unanimously.

**Resolution #19**

**A Resolution To Authorize The Executive Director/CEO to Enter into Agreement with Richard L. Bowen & Associates for Task Order 17 – Engineering Services for the Existing Office HVAC Upgrades.**

Mr. Blasiman moved to adopt the resolution. Mr. Warren seconded the motion; vote passed unanimously.

**Resolution #20**

**Senator Sherrod Brown Congressionally Directed Spending Program for Fiscal Year 2023**

Ms. Egbert moved to adopt the resolution. Mr. Warren seconded the motion; vote passed unanimously.

**Resolution #21**

**Approving Changes Within SARTA's Organizational Structure**

Ms. Egbert moved to adopt the resolution. Mr. Grier seconded the motion; vote passed unanimously.

**Resolution #22**

**A Resolution Authorizing the Executive Director/CEO to Enter into an Agreement for Legal Service**

Mr. Grier moved to adopt the resolution. Mr. Warren seconded the motion; vote passed unanimously.

**Resolution #23**

**A Resolution Authorizing the Purchase of Real Property**

Mr. Warren moved to adopt the resolution. Ms. Egbert seconded the motion; vote passed unanimously.

**Adjournment**

Mr. Warren moved to adjourn the meeting at 6:01pm. Mr. Grier seconded the motion.

**Stark Area Regional Transit Authority  
Board of Trustees Meeting  
May 11, 2022 @ 5:00pm**

Mr. Macala called the meeting to order at 5:10pm.

**Attendance**

**Board**

Ron Macala (President), Jim Reinhard (Vice President), Rex Morey

**Excused**

Greg Blasiman, Margaret Egbert, Amanda Fletcher, Chet Warren, Myra Watkins

**Unexcused**

Ed Grier

**Staff**

Kirt Conrad (Executive Director/CEO), Mark Finnicum (Chief Operations Officer), Carrie Domer (Director, Finance), Latrice Virola (Director, Customer Relations), Clayton Popik (Director, Development & Special Projects), Craig Smith (Director, Information Technology), Tammy Marie Brown (Director, Human Resources)

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**Business Transaction**

The Board President declared there is no quorum for the transaction of business.

The Board President held discussion from 5:10 – 5:43pm for the following:

- **Low or No Emissions Grant Resolution**  
This resolution included funding for solar panels. Mr. Conrad was asked to provide previous research done on the Gateway Building concerning solar panels.
- **Zero Emissions Bus Plan Resolution**  
FTA is requiring recipients who ask for zero or low emission funding to have a plan for buses and facilities.
- **Tesco 7 LTVs Resolution**  
This resolution is updating pricing on vehicles previously approved by the Board.
- **Massillon Building**  
Mr. Conrad is conversing with Senator Brown's staff on how to move forward regarding the Massillon Building and FTA requirements.

# Transportation & Maintenance



Mark Finnicum  
Chief Operations Officer

## SARTA RIDERSHIP REPORT

April 2022

2021 Operating Days 22 Weekdays, 4 Saturdays

2022 Operating Days 21 Weekdays, 5 Saturdays

<b><i>Ridership</i></b>	<b>CURRENT MO.</b>				<b>YTD</b>			
	<b>2022</b>	<b>2021</b>	<b>change</b>	<b>%</b>	<b>2022</b>	<b>2021</b>	<b>change</b>	<b>%</b>
Fixed Route	92,980	88,275	4,705	5.33%	337,604	336,087	1,517	0.45%
Other Revenue	461	1,177	-716	0.00%	1,687	2,928	-1,241	100.00%
Paratransit	10,135	8,366	1,769	21.15%	37,587	29,898	7,689	25.72%
CS-Out of county	433	35	398	1137.14%	1,937	66	1,871	100.00%
<b>Total</b>	<b>104,009</b>	<b>97,853</b>	<b>6,156</b>	<b>6.29%</b>	<b>378,815</b>	<b>368,979</b>	<b>9,836</b>	<b>2.67%</b>

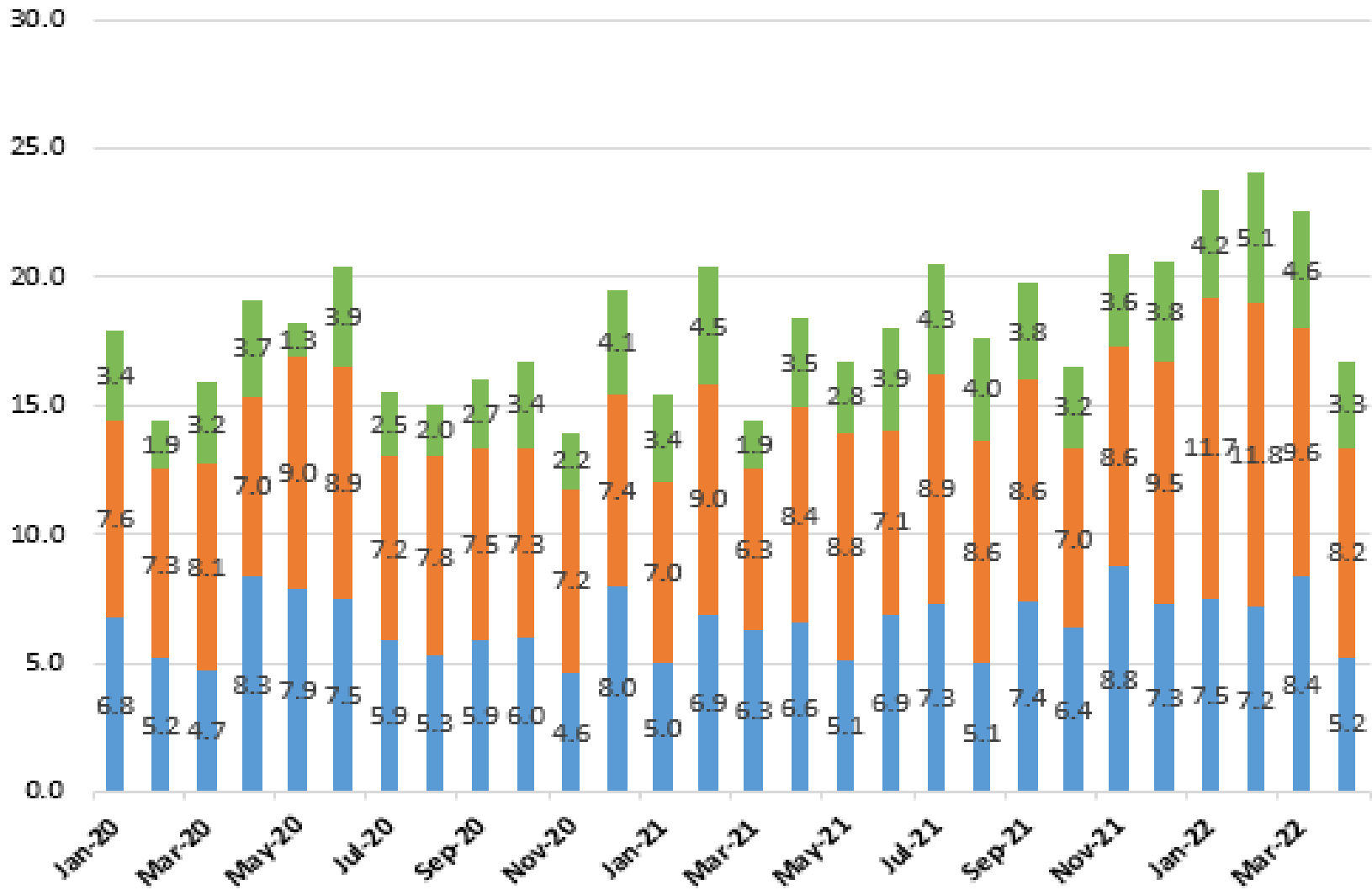
<b><i>Vehicle Operations</i></b>	<b>CURRENT MO.</b>				<b>YTD</b>	<b>PRIOR YTD</b>		
	<b>2022</b>	<b>2021</b>	<b>change</b>	<b>%</b>	<b>2022</b>	<b>2021</b>	<b>change</b>	<b>%</b>
Fixed Route	187,336	186,905	431	0.23%	735,152	730,696	4,456	0.61%
Other Revenue	1,588	2,509	-921	0.00%	5,057	7,426	-2,369	100.00%
Fixed Deadhead	10,382	10,350	32	0.31%	40,825	40,546	279	0.69%
Paratransit	80,029	82,312	-2,283	-2.77%	343,522	308,260	35,262	11.44%
CS-Out of county	13,195	1,888	11,307	0.00%	59,332	3,601	55,731	100.00%
Para Deadhead	26,466	12,725	13,741	107.98%	115,676	48,331	67,345	100.00%
<b>Total</b>	<b>318,996</b>	<b>296,689</b>	<b>22,307</b>	<b>7.52%</b>	<b>1,299,564</b>	<b>1,138,860</b>	<b>160,704</b>	<b>14.11%</b>

<b><i>Hours</i></b>	<b>CURRENT MO.</b>				<b>YTD</b>			
	<b>2022</b>	<b>2021</b>	<b>change</b>	<b>%</b>	<b>2022</b>	<b>2021</b>	<b>change</b>	<b>%</b>
Fixed Route	11,538	11,523	15	0.13%	45,347	45,127	220	0.49%
Other Revenue	32	135	-103	-76.30%	150	276	-126	100.00%
Paratransit	5,650	4,651	999	21.48%	21,918	17,327	4,591	26.50%
CS-Out of county	569	46	523	1136.96%	2,446	87	2,359	100.00%
<b>Total</b>	<b>17,789</b>	<b>16,355</b>	<b>1,434</b>	<b>8.77%</b>	<b>69,861</b>	<b>62,817</b>	<b>7,044</b>	<b>11.21%</b>



# PROLINE INFRACTIONS DARA - PER 1000 ATTEMPTS

■ NO SHOW - RATE   ■ LATE CANCEL - RATE   ■ CANCEL AT THE DOOR - RATE



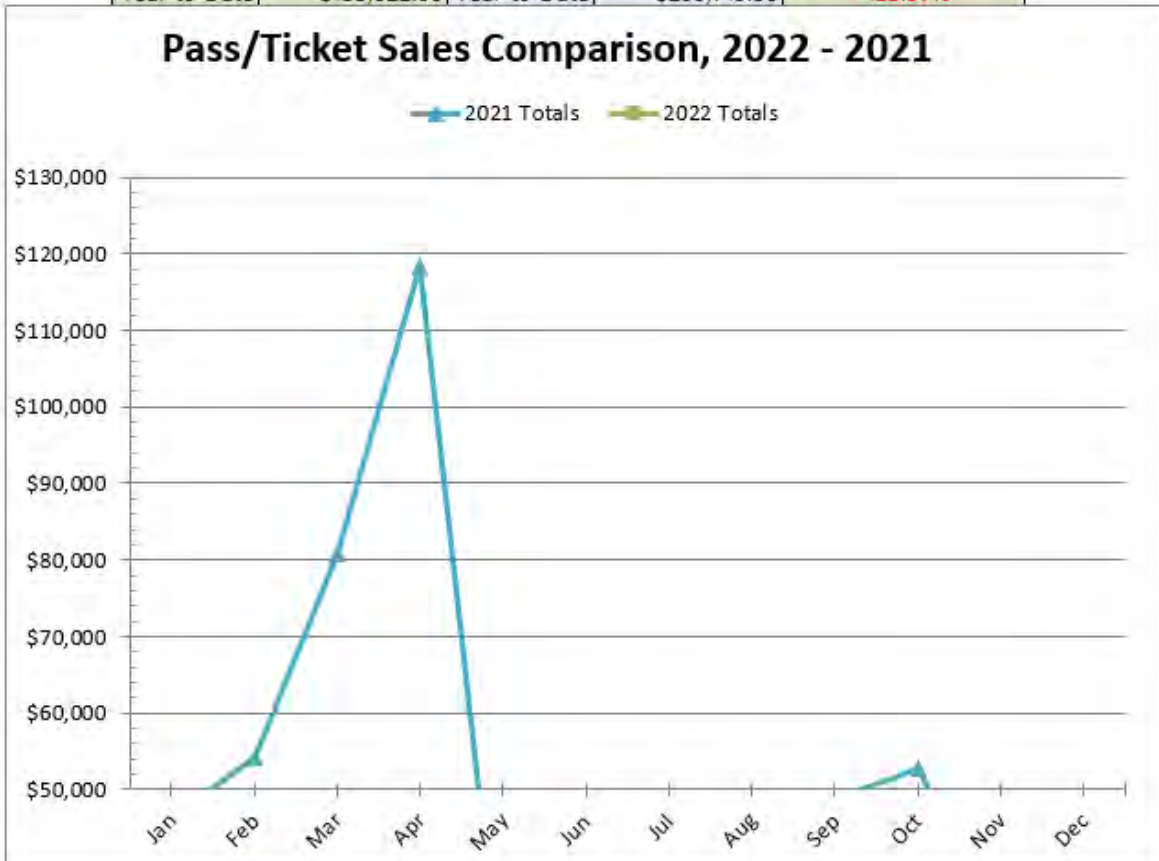
## 2022 Proline "Shared Ride" Service Statistics

Month	Trips Scheduled	Advanced Cancels	Same Day Cancels	No - Shows	Late Cancels	Cancels at the Door	Total Performed Trips	Vehicle Miles	Miles per Trip
January	9,592	1,556	931	72	112	40	6,881	109,775	15.953
February	9,423	1,368	805	68	111	48	7,023	108,208	15.408
March	10,730	1,321	725	90	103	49	8,442	130,574	15.467
April	10,305	1,158	666	54	84	34	8,309	121,004	14.563
May									
June									
July									
August									
September									
October									
November									
December									
<b>Year to Date Totals</b>	<b>40,050</b>	<b>5,403</b>	<b>3,127</b>	<b>284</b>	<b>410</b>	<b>171</b>	<b>30,655</b>	<b>469,561</b>	<b>15.35</b>

## Proline "Shared Ride" Service Statistics for the month of

Month	Trips Scheduled	Advanced Cancels	Same Day Cancels	No - Shows	Late Cancels	Cancels at the Door	Total Performed Trips	Vehicle Miles	Miles per Trip
March	10,305	1,158	666	54	84	34	8,309	121,004	14.563

Pass/Ticket Sales Comparison, 2022 - 2021				
2022	2022 Totals	2021	2021 Totals	Percent changed
Jan	\$34,303.00	Jan	\$46,380.00	-35.21%
Feb	\$45,688.50	Feb	\$54,177.25	-18.58%
Mar	\$30,261.75	Mar	\$80,698.00	-166.67%
Apr	\$23,568.75	Apr	\$118,464.25	-402.63%
May		May	\$22,567.00	
Jun		Jun	\$31,629.50	
Jul		Jul	\$34,501.00	
Aug		Aug	\$35,142.00	
Sep		Sep	\$48,732.00	
Oct		Oct	\$52,649.75	
Nov		Nov	\$30,922.25	
Dec		Dec	\$25,050.50	
Year-to-Date	\$133,822.00	Year-to-Date	\$299,719.50	-123.97%



## 2022 - 2021 Pass/Ticket Sales by Location

	Alliance 2022	Alliance 2021	Mass 2022	Mass 2021	Canton 2022	Canton 2021	BV 2022	BV 2021	Fishers 2022	Fishers 2021	Kent State 2022	Kent State 2021	ACH 2022	ACH 2021	Total 2022	Total 2021
Jan	\$1,058	\$1,581	\$0	\$3,335	\$23,414	\$16,867	\$9,709	\$24,593	\$0	\$0	\$110	\$2	\$12	\$3	\$34,303	46,380.00
Feb	\$1,407	\$1,271	\$0	\$6,304	\$37,801	\$18,334	\$6,481	\$28,269	\$0	\$0	\$0	\$0	\$0	\$0	\$45,689	54,177.25
Mar	\$1,529	\$2,716	\$0	\$4,402	\$20,919	\$70,275	\$7,815	\$3,306	\$0	\$0	\$0	\$0	\$0	\$0	\$30,262	80,698.00
Apr	\$1,536	\$1,622	\$0	\$5,638	\$15,076	\$50,636	\$6,903	\$60,565	\$0	\$0	\$55	\$0	\$0	\$3	\$23,569	118,464.25
May	\$0	\$1,211	\$0	\$6,357	\$0	\$11,571	\$0	\$3,150	\$0	\$0	\$0	\$275	\$0	\$3		22,567.00
Jun	\$0	\$1,572	\$0	\$5,204	\$0	\$20,647	\$0	\$4,192	\$0	\$0	\$0	\$0	\$0	\$15		31,629.50
Jul	\$0	\$1,620	\$0	\$5,849	\$0	\$23,651	\$0	\$3,367	\$0	\$0	\$0	\$0	\$0	\$15		34,501.00
Aug	\$0	\$1,617	\$0	\$5,611	\$0	\$24,926	\$0	\$2,988	\$0	\$0	\$0	\$0	\$0	\$0		35,142.00
Sep	\$0	\$1,431	\$0	\$5,749	\$0	\$36,394	\$0	\$5,155	\$0	\$0	\$0	\$0	\$0	\$3		48,732.00
Oct	\$0	\$1,268	\$0	\$29,926	\$0	\$18,322	\$0	\$3,104	\$0	\$0	\$0	\$28	\$0	\$3		52,649.75
Nov	\$0	\$1,231	\$0	\$6,098	\$0	\$20,253	\$0	\$3,330	\$0	\$0	\$0	\$0	\$0	\$11		30,922.25
Dec	\$0	\$1,343	\$0	\$4,412	\$0	\$14,062	\$0	\$5,124	\$0	\$0	\$0	\$110	\$0	\$0		25,050.50
<b>Total</b>	<b>\$5,529</b>	<b>\$18,480</b>	<b>\$0</b>	<b>\$88,884</b>	<b>\$97,210</b>	<b>\$325,936</b>	<b>\$30,907</b>	<b>\$147,143</b>	<b>\$0</b>	<b>\$0</b>	<b>\$165</b>	<b>\$414</b>	<b>\$12</b>	<b>\$56</b>	<b>\$133,822</b>	<b>580,913.50</b>

## 2022 Total Sales by Pass/Ticket Type

Fare Type	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
10-Ride Proline	\$1,800.00	\$1,485.00	\$1,035.00	\$1,012.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,332.50
10-Ride Reduced	\$420.00	\$367.50	\$727.50	\$592.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,107.50
10-Ride Regular	\$1,140.00	\$735.00	\$1,500.00	\$791.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,166.50
1-Ride Proline	\$29.25	\$157.50	\$47.25	\$141.75	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$375.75
1-Ride Reduced	\$185.25	\$169.50	\$225.75	\$246.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$826.50
1-Ride Regular	\$618.00	\$789.00	\$3,419.50	\$1,528.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,355.00
31-Day Proline	\$4,851.00	\$11,403.00	\$4,536.00	\$3,339.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$24,129.00
31-Day Reduced	\$5,940.00	\$5,467.50	\$4,117.50	\$922.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,447.50
31-Day Regular	\$17,055.00	\$23,535.00	\$12,780.00	\$13,455.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$66,825.00
31-Day Student	\$385.00	\$440.00	\$385.00	\$247.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,457.50
31-Day College	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
All Day	\$1,692.00	\$1,086.00	\$1,426.25	\$1,209.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,413.25
Summer Blast	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Misc.	\$3.00	\$6.00	\$4.50	\$3.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16.50
Cleveland	\$62.50	\$47.50	\$57.50	\$80.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$247.50
	<b>\$ 34,181.00</b>	<b>\$45,688.50</b>	<b>\$ 30,261.75</b>	<b>\$ 23,568.75</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$133,700.00</b>

## 2022-2021 Ridership by Fixed Route

Route	April 2022	April 2021	Difference	Percentage
4	376	277	99	100.00%
45	1,820	1,730	90	100.00%
81	5,872	4,646	1,226	26.39%
101	2,306	2,459	-153	-6.22%
102	16,762	16,979	-217	-1.28%
103	2,556	2,511	45	1.79%
105	6,261	5,641	620	10.99%
106	7,497	5,700	1,797	31.53%
107	3,408	2,519	889	35.29%
108	4,936	4,535	401	100.00%
110	2,721	2,249	472	20.99%
111	4,037	3,497	540	15.44%
113	1,772	1,489	283	19.01%
114	2,377	1,829	548	29.96%
117	3,272	3,122	150	4.80%
118	2,242	1,781	461	25.88%
119	4,320	3,935	385	9.78%
121	857	841	16	1.90%
122	499	464	35	7.54%
124	501	1,055	-554	-52.51%
125	1,214	1,320	-106	-8.03%
126	661	709	-48	-6.77%
128	1,047	1,632	-585	-35.85%
130	1,331	1,106	225	20.34%
131	1,868	2,071	-203	100.00%
132	1,120	2,151	-1,031	-47.93%
133	482	0	0	0.00%
139	7,411	6,654	757	11.38%
151	413	375	38	10.13%
152	660	562	98	17.44%
153	307	408	-101	-24.75%
154	0	169	-169	-100.00%
156	0	0	0	0.00%
157	199	130	130	100.00%
158	181	0	0	0.00%
<b>Total</b>	<b>91,286</b>	<b>84,546</b>	<b>6,740</b>	<b>7.97%</b>

Ridership by Route compares the prior years ridership per route per month to the current years ridership per route per month.

All of the percentages listed above are capped at 100%.



**2022-2021 Year to Date Ridership by Fixed Route**

<b>Route</b>	<b>April 2022</b>	<b>April 2021</b>	<b>Difference</b>	<b>Percentage Change</b>
4	1,029	1,078	-49	-4.55%
45	6,628	6,293	335	5.32%
81	20,927	18,725	2,202	11.76%
101	9,129	9,165	-36	-0.39%
102	60,799	61,875	-1,076	-1.74%
103	10,277	9,806	471	4.80%
105	21,731	21,138	593	2.81%
106	26,798	21,855	4,943	22.62%
107	11,680	10,343	1,337	12.93%
108	17,562	17,186	376	2.19%
110	9,896	10,249	-353	-3.44%
111	14,127	13,725	402	2.93%
113	6,800	5,798	1,002	17.28%
114	8,071	8,624	-553	-6.41%
117	12,162	11,798	364	3.09%
118	8,028	6,910	1,118	16.18%
119	15,810	15,607	203	1.30%
121	3,142	3,740	-598	-15.99%
122	1,852	1,880	-28	-1.49%
124	1,738	4,354	-2,616	-60.08%
125	4,260	4,417	-157	-3.55%
126	2,863	2,733	130	4.76%
128	3,930	5,301	-1,371	-25.86%
130	4,151	4,035	116	2.87%
131	6,516	7,533	-1,017	-13.50%
132	3,865	7,348	-3,483	-47.40%
133	1,401	0	1,401	100.00%
139	26,543	25,361	1,182	4.66%
151	1,472	1,375	97	7.05%
152	2,214	1,963	251	12.79%
153	1,313	1,661	-348	-20.95%
154	0	1,576	-1,576	-100.00%
156	0	65	-65	-100.00%
157	861	494	367	74.29%
158	737	0	737	100.00%
<b>Total</b>	<b>327,575</b>	<b>324,011</b>	<b>3,564</b>	<b>1.10%</b>

The Year to Date ridership reflects a comparison of the prior year to the current years ridership to date. All of the percentages listed above are capped at 100%.

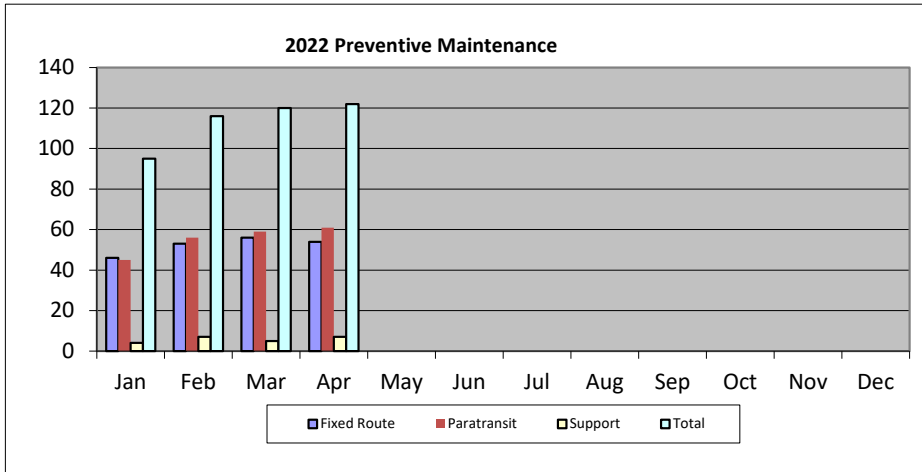
**STARK AREA REGIONAL TRANSIT AUTHORITY**  
**MAINTENANCE DEPARTMENT**  
**April, 2022**  
**Submitted by: Mark Finnicum**

1. There was a total of 122 Preventive Maintenance Inspections
  - 54 Fixed Route Buses
  - 61 Paratransit Buses
  - 07 Support Vehicle
2. There was a total of 68 Wheelchair Inspections
3. There was a total of 04 Heat & Air Conditioning Inspections
4. There was a total of 14 Farebox Inspections
5. There was a total of 12 Front End Alignments
6. There was a total of 104 Bus Exchanges
7. There was a total of 03 CNG Recertification Inspections
8. There was a total of 08 Avail System Inspections
9. There was a total of 10 Bi-Monthly Camera Inspections
10. There was a total of 06 Road Calls
  - 06 Fixed Route Buses – 06 Towed
  - 00 Non-Revenue Vehicle – 00 Towed
  - 00 Paratransit Buses – 00 Towed
11. There was a total of 02 Warranty Repair
12. There were 00 job related injuries reported.



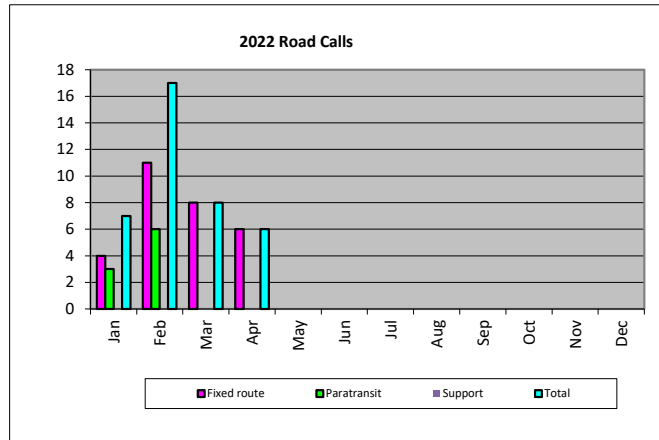
**Preventive Maintenance Inspections**

2022	Fixed Route	Paratransit	Support	Total
Jan	46	45	4	95
Feb	53	56	7	116
Mar	56	59	5	120
Apr	54	61	7	122
May				0
Jun				0
Jul				0
Aug				0
Sep				0
Oct				0
Nov				0
Dec				0



**Road calls**

2022	Fixed route	Paratransit	Support	Total
Jan	4	3	0	7
Feb	11	6	0	17
Mar	8	0	0	8
Apr	6	0	0	6
May				0
Jun				0
Jul				0
Aug				0
Sep				0
Oct				0
Nov				0
Dec				0



<b>2022</b>	<b>Preventive Maintenance Costs</b>	<b>Repair Costs</b>	<b>Total</b>	<b>Diesel Gallons Used 2021</b>	<b>Diesel Gallons Used 2022</b>	<b>SARTA CNG GGE Used 2021</b>	<b>SARTA CNG GGE Used 2022</b>	<b>CNG Public Use GGE 2021</b>	<b>CNG Public Use GGE 2022</b>	<b>Hydrogen Usage KG 2021</b>	<b>Hydrogen Usage KG 2022</b>
Jan	\$14,454.14	\$60,172.73	\$74,626.87	17585	19406	24830.538	25305.743	475.686	1067.193	3076	3091
Feb	\$12,070.42	\$63,396.74	\$75,467.16	17694	17244	25499.158	25320.186	816.225	568.547	3876	4272
Mar	\$14,811.99	\$76,596.07	\$91,408.06	19037	20180	28835.155	27005.05	770.418	966.592	2844	3512
Apr	\$16,873.05	\$68,736.25	\$85,609.30	19520	25869	24623.829	23937.547	628.753	620.504	3940	8204
May				18520		22338.709		854.696		3869	
Jun				20675		26956.161		706.574		4290	
Jul				22704		26291.87		1166.158		5160	
Aug				25487		28865.525		672.708		4344	
Sep				19549		24040.058		882.364		6644	
Oct				19728		24252.409		571.195		5810	
Nov				18787		25601.595		679.109		5287	
Dec				17944		28489.657		1168.639		4075	
<b>Total</b>	<b>\$58,209.60</b>	<b>\$268,901.79</b>	<b>\$327,111.39</b>	<b>237230</b>	<b>82699</b>	<b>310624.664</b>	<b>101568.526</b>	<b>8821.33</b>	<b>3222.836</b>	<b>53215</b>	<b>19079</b>
<i>Month Avg.</i>	<i>\$14,552.40</i>	<i>\$67,225.45</i>	<i>\$81,777.85</i>	<i>18459.00</i>	<i>20674.75</i>	<i>25947.17</i>	<i>25392.13</i>	<i>672.771</i>	<i>805.709</i>	<i>3434.00</i>	<i>4769.75</i>

GGE - Gasoline Gallon Equivalent

# Finance



Carrie Domer, Director



Stark Area Regional Transit Authority  
Comparative Balance Sheet  
For the Four Months Ending Saturday, April 30, 2022

	CURRENT YTD	LAST YTD	VARIANCE
CASH - HUNTINGTON-CHECKING	2,678,537.40	2,312,848.11	365,689
CASH - HUNT-MERCHANT TRANSACTIONS	37,379.11	95,456.64	-58,078
CASH - SAVINGS (STAR OHIO)	21,539.76	21,511.56	28
CASH - HUNT-FSA ACCOUNT	24,950.06	24,453.76	496
CASH - HUNTINGTON MMX	2,282,507.60	4,781,667.28	-2,499,160
CASH - FIFTH THIRD BANK	6,198,197.56	6,095,904.33	102,293
HUNTINGTON CDAR'S	1,000,558.63	1,001,507.20	-949
IMPREST FUND - FINANCE	500.00	500.00	0
IMPREST FUND - CORNERSTONE	450.00	450.00	0
IMPREST FUND - MAINTENANCE	50.00	50.00	0
IMPREST FUND - BV	300.00	300.00	0
IMPREST FUND - ALLIANCE	250.00	250.00	0
IMPREST FUND - MASSILLON	0.00	310.00	-310
<b>TOTAL CASH &amp; EQUIVALENTS</b>	<b>12,245,220.12</b>	<b>14,335,208.88</b>	<b>-2,089,989</b>
ACCOUNTS RECEIVABLE	107,569.46	69,773.69	37,796
PROJECT RECEIVABLE	180,415.24	56,061.00	124,354
ESTIMATED SALES TAX REC'D	3,406,125.00	3,761,798.00	-355,673
OTHER MISC. RECEIVABLES	1,125.00	1,125.00	0
<b>TOTAL RECEIVABLES</b>	<b>3,695,234.70</b>	<b>3,888,757.69</b>	<b>-193,523</b>
INVENTORY - VEHICLE PARTS & SUPPLIES	466,972.98	383,366.92	83,606
INVENTORY - DIESEL FUEL	4,188.90	19,849.71	-15,661
INVENTORY - LUBRICANTS	26,893.48	24,069.25	2,824
INVENTORY - HYDROGEN	-10,943.52	7,848.00	-18,792
INVENTORY - REBUILDS	29,401.12	29,401.12	0
<b>TOTAL INVENTORIES</b>	<b>516,512.96</b>	<b>464,535.00</b>	<b>51,978</b>
WIP - OTHER CAPITAL PROJECTS	147,559.71	771.96	146,788
WIP - GATEWAY RENOVATION	7,373.32	97,120.65	-89,747
WIP - RADIO PROJECT	73,975.93	73,975.93	0
WIP - PLANNING	70.66	70.66	0
WIP - BUS PURCHASES	257,892.15	344,513.15	-86,621
WIP - MAINTENANCE PROJECTS	218,048.72	185,812.78	32,236
WIP - IT PROJECTS	209,403.26	170,939.74	38,464
WIP - ONE-CALL/ONE-CLICK	4,645.00	4,645.00	0
WIP - BUILDING EXPANSION PROJECT	292,805.09	89,529.00	203,276
WIP - RESEARCH	0.00	31,708.23	-31,708
WIP - WAYNE COUNTY	134,380.35	3,893.55	130,487
WIP - HYDROGEN PROJECT	9,870.00	9,870.00	0
WIP - MASSILLON PROJECT			
WIP - CTE MHCOE HYDROGEN PROJECT	11,345.60	11,345.60	0
WIP - RH FCC HYDROGEN PROJECT	4,789.09	4,789.09	0
WIP - 5310 ENHANCED MOBILITY FOR DISABILITIES	2,499.97	6,222.97	-3,723
WIP - FIXED ASSET CLEARING	9,836,117.65	14,357,411.71	-4,521,294
<b>TOTAL WORK IN PROCESS</b>	<b>11,210,776.50</b>	<b>15,392,620.02</b>	<b>-4,181,844</b>
LAND	2,486,457.29	1,786,920.21	699,537
BLDG & IMPROVEMENTS	20,899,922.04	22,659,702.40	-1,759,780
30', 35' & 40' BUSES	35,393,732.68	29,170,257.73	6,223,475
LIGHT DUTY BUSES	6,551,199.98	5,227,329.08	1,323,871
AUTOS & PICKUPS	621,148.71	629,792.03	-8,643
LIFE EXTENDING OVERHAULS	413,072.46	367,872.28	45,200
COMPUTER HARDWARE	798,249.00	764,738.06	33,511
SOFTWARE/MISC	2,086,893.87	2,082,873.87	4,020
FURNITURE & FIXTURES	109,939.59	137,778.60	-27,839
ELECTRONICS	1,044,845.32	1,044,845.32	0
MACHINERY & EQUIPMENT	1,595,587.35	1,583,338.35	12,249
SIGNS & SHELTERS	1,175,453.27	1,154,874.19	20,579
BUS M&E FAREBOXES RADIOS	5,963,088.46	5,971,293.46	-8,205
<b>TOTAL FIXED ASSETS</b>	<b>79,139,590.02</b>	<b>72,581,615.58</b>	<b>6,557,974</b>
ACC DEPR - BLDG	-6,329,505.63	-6,861,153.53	531,648
ACC DEPR - 30' 35' 40'	-16,834,806.34	-15,093,344.13	-1,741,462
ACC DEPR - LT DU	-4,299,676.21	-3,756,675.03	-543,001
ACC DEPR - AUTOS	-547,930.91	-497,435.91	-50,495
ACC DEPR - OVERH	-224,716.47	-202,414.99	-22,301
ACC DEPR - HARDW	-555,196.31	-483,630.25	-71,566
ACC DEPR - FURN	-68,285.37	-88,597.04	20,312
ACC DEPR - ELECT	-790,475.66	-717,767.81	-72,708



Stark Area Regional Transit Authority  
Comparative Balance Sheet  
For the Four Months Ending Saturday, April 30, 2022

	CURRENT YTD	LAST YTD	VARIANCE
ACC DEPR - MACH	-1,270,948.80	-1,195,574.51	-75,374
ACC DEPR - SIGNS	-458,038.61	-277,689.80	-180,349
ACC DEPR - BUS M	-6,861,884.87	-6,812,316.88	-49,568
ACC AMORT - SOFTWARE & MISC ASSETS	-2,064,231.80	-2,045,644.65	-18,587
TOTAL ACC DEPR + AMORT	-40,305,696.98	-38,032,244.53	-2,273,452
<b>NET CAPITAL ASSETS</b>	<b>38,833,893.04</b>	<b>34,549,371.05</b>	<b>4,284,522</b>
PREPAID INSURANCE	202,124.25	188,068.75	14,056
OTHER PREPAID EXPENSES	-126,570.52	470,647.51	-597,218
NET OPEB ASSET	1,200,963.00	0.00	1,200,963
NET PENSION ASSET	132,641.00	92,230.00	40,411
DEFERRED OUTFLOW-OPEB	691,288.00	1,776,657.00	-1,085,369
DEFERRED OUTFLOW OF RESOURCES	1,569,221.01	2,646,449.01	-1,077,228
TOTAL OTHER ASSETS	3,669,666.74	5,174,052.27	-1,504,386
<b>TOTAL ASSETS</b>	<b>70,171,304.06</b>	<b>73,804,544.91</b>	<b>-3,633,241</b>
ACCOUNTS PAYABLE	255,376.60	386,865.24	-131,489
ACCRUED PURCHASES	709,244.37	377,637.67	331,607
<b>TOTAL ACCOUNTS PAYABLE</b>	<b>964,620.97</b>	<b>764,502.91</b>	<b>200,118</b>
ACCRUED PAYROLL	219,462.02	150,069.54	69,392
ACCRUED VACATION	770,111.03	508,004.67	262,106
ACCRUED SICK LEAVE	517,371.28	554,407.40	-37,036
ACCRUED HOLIDAYS	0.00	4,450.05	-4,450
ACCRUED FED INCOME TAX WITHHELD	-184.27	32,965.25	-33,150
ACCRUED STATE TAX WITHHELD	134.28	9,042.79	-8,909
ACCRUED LOCAL TAX WITHHELD	-10,620.17	-1,494.01	-9,126
ACCRUED MEDICARE - EMPLOYEES SHARE	4,071.92	8,536.74	-4,465
ACCRUED MEDICARE - EMPLOYER SHARE	4,071.92	8,536.74	-4,465
ACCRUED PERS-EMPLOYEES	84,982.80	61,806.64	23,176
ACCRUED PERS-EMPLOYER	142,796.24	112,365.12	30,431
ACCRUED BENEFITS - VDSTDL	72,208.58	40,067.22	32,141
ACCRUED UNION BENEFITS - VDH	1,384.90	-8,823.07	10,208
UNION DUES LIABILITY	26.96	0.00	27
GARNISHMENT LIABILITY	282.80	0.00	283
MISCELLANEOUS DEDUCTION LIABILITY	59.78	43.78	16
CHILD SUPPORT LIABILITY	4,862.84	0.00	4,863
YMCA DUES LIABILITY	4,240.61	4,352.51	-112
SUPPLEMENTAL INSURANCE LIAB	10,140.97	8,686.91	1,454
EMPLOYEES DEF. COMPENSATION LIAB	4,413.60	4,413.60	0
MISC PAYROLL REIMBURSEMENTS	-90.90	0.00	-91
VOLUNTARY LEVY CONTRIBUTIONS	2.00	0.00	2
FLEXIBLE SPENDING LIABILITY	32,070.32	25,791.34	6,279
CURRENT LIAB - WORKERS' COMP	186,304.00	154,693.79	31,610
<b>TOTAL PAYROLL LIABILITIES</b>	<b>2,048,103.51</b>	<b>1,677,917.01</b>	<b>370,187</b>
OTHER CURR LIABILITIES-MISC	241,912.73	297,673.21	-55,760
CURRENT LIAB.-FEDERAL GOVT	534,887.53	575,757.53	-40,870
NET OPEB LIABILITY	0.00	9,358,311.00	-9,358,311
NET PENSION LIABILITY	10,285,366.00	13,747,029.00	-3,461,663
DEFERRED INFLOWS-OPEB	3,698,272.00	1,332,384.00	2,365,888
DEFERRED INFLOWS OF RESOURCES	4,504,771.00	2,956,922.00	1,547,849
TOTAL OTHER LIABILITIES	19,265,209.26	28,268,076.74	-9,002,867
<b>TOTAL LIABILITIES</b>	<b>22,277,933.74</b>	<b>30,710,496.66</b>	<b>-8,432,563</b>
FEDERAL GOVT CAPITAL GRANT	6,743,048.29	7,277,935.82	-534,888
STATE GOVT CAPITAL GRANT	656,930.17	656,930.17	0
NON-GOVT DONATIONS	217,429.00	217,429.00	0
UNRESTRICTED PENSION	-11,878,714.47	-12,413,602.00	534,888
ACCUMULATED EARNINGS<LOSSES>	52,719,442.54	48,134,212.64	4,585,230
NET REVENUE	-564,265.21	-778,857.38	214,592
<b>TOTAL LIABILITIES &amp; ACCUMULATED EARNINGS</b>	<b>70,171,804.06</b>	<b>73,804,544.91</b>	<b>-3,632,741</b>



STARK AREA REGIONAL TRANSIT AUTHORITY  
 DETAILED INCOME STATEMENT  
 For the Period Ending 4/30/2022

	April 2022 Actual	April 2022 Budget	April 2021 Prior Yr Actual	Jan 22 - Apr 22 Actual	Jan 22 - Apr 22 Budget	Jan 21- Apr 21 Prior Yr Actual	-over/under Budget
CASH FARES	36,460	37,500	39,399	131,901	150,000	147,836	18,099
CASH FARES WAYNE COUNTY	136	0	0	874	0	0	-874
ADULT PASSES	16,881	23,333	12,693	79,650	93,333	88,575	13,684
FULL FARE TICKETS	7,990	15,000	33,023	33,009	60,000	67,153	26,991
STUDENT PASSES	248	2,083	6,958	2,035	8,333	13,338	6,298
PROLINE CASH FARES	6,159	4,583	5,151	23,288	18,333	11,647	-4,954
REDUCED FARE TICKETS	839	1,250	1,127	2,934	5,000	3,796	2,066
REDUCED FARE PASSES	923	7,500	7,875	16,448	30,000	28,688	13,553
PROLINE TICKETS	1,656	1,417	1,607	7,164	5,667	3,499	-1,497
PROLINE PASSES	4,725	3,833	3,047	30,263	15,333	11,111	-14,929
CLEVELAND TICKETS	110	125	113	373	500	435	128
TOTAL PASSENGER FARES	76,127	96,625	110,991	327,937	386,500	376,076	58,563
CONTRACTED SERVICES	11,689	10,000	10,497	56,434	40,000	35,520	-16,434
WAYNE COUNTY SERVICES	100	2,250	647	1,198	9,000	1,217	7,803
VETERANS TRANSPORT FARES	16,575	5,417	16,250	28,708	21,667	32,500	-7,042
SPECIAL SHUTTLE FARES	46	267	0	46	1,067	0	1,021
TOTAL SPECIAL TRANSIT	28,410	17,933	27,394	86,386	71,733	69,237	-14,653
PROGRAM INCOME - ADVERTISING	6,539	6,667	4,334	23,394	26,667	12,065	3,273
PROGRAM INCOME - CONCESSIONS	402	75	107	838	300	373	-538
PROGRAM INCOME - BUS WASH	0	83	0	440	333	500	-107
SUBTOTAL PROGRAM INCOME	6,941	6,825	4,441	24,672	27,300	12,939	2,628
MISC TRANSP. REVENUE	3	167	12	17	667	29	650
TOTAL AUX TRANS REVENUE	3	167	12	17	667	29	650
INTEREST INCOME	2,235	250	5,180	8,008	1,000	6,378	-7,008
TOTAL INTEREST & DISCOUNT REVENUE	2,235	250	5,180	8,008	1,000	6,378	-7,008
FUEL TAX REFUND	8,142	7,917	8,909	34,269	31,667	33,699	-2,602
CNG ROYALTIES	261	42	0	500	167	0	-334
CNG - UTILITY REIMBURSEMENT	1,560	517	886	7,258	2,067	2,763	-5,192
MISC REV-NONTRANSPORTATION	67	833	5,843	4,920	3,333	916,621	-1,587
MISC REV-EXTRAORDINARY ITEM	0	42	0	75	167	100,075	92
TOTAL NON-TRANSPORTATION REVENUE	10,030	9,350	15,637	47,023	37,400	1,053,158	-9,623
SALES TAX REVENUE	36,888	1,154,089	820,272	4,716,734	4,448,761	4,996,318	-267,973
TOTAL SALES TAX REVENUE	36,888	1,154,089	820,272	4,716,734	4,448,761	4,996,318	-267,973
TOTAL REVENUES	160,633	1,285,239	983,927	5,210,776	4,973,361	6,514,134	-237,415



STARK AREA REGIONAL TRANSIT AUTHORITY  
 DETAILED INCOME STATEMENT  
 For the Period Ending 4/30/2022

	April 2022 Actual	April 2022 Budget	April 2021 Prior Yr Actual	Jan 22 - Apr 22 Actual	Jan 22 - Apr 22 Budget	Jan 21- Apr 21 Prior Yr Actual	-over/under Budget
<b>EXPENSES</b>							
<b>EXECUTIVE OFFICE</b>							
EX - SAL & WAGES-FIXED	11,623	13,455	8,618	53,403	53,818	35,764	415
EX - SAL & WAGES-PARATRANSIT	5,987	6,931	4,439	27,511	27,724	18,424	214
EX - INCENTIVES	0	58	0	5,175	233	100	-4,942
EX - MEDICARE TAX	451	342	304	1,406	1,370	888	-36
EX - PERS	4,903	5,654	3,447	20,697	22,615	13,475	1,919
EX - HEALTH INSURANCE	3,700	2,639	2,332	12,244	10,557	4,171	-1,686
EX - LIFE INSURANCE	239	38	44	654	153	133	-500
EX - STD INSURANCE	0	67	11	0	270	32	270
EX - VISION	43	56	29	128	226	86	98
EX - DENTAL	119	173	32	356	692	206	336
EX - WORKERS' COMP	460	307	224	1,024	1,229	531	205
EX - SICK LEAVE	0	1,140	0	348	4,562	0	4,214
EX - HOLIDAY,FUNERAL,OTHER	0	1,140	0	-81	4,562	653	4,642
EX - VACATION	3,195	2,032	1,306	4,531	8,127	1,306	3,596
EX - UNIFORMS	186	17	0	186	67	100	-119
EX - YMCA & MISC BENEFITS	0	50	0	0	200	0	200
TOTAL EXECUTIVE OFFICES WAGES & BENEF	30,907	34,101	20,786	127,580	136,405	75,868	8,825
EX - ADVERTISING	0	83	0	0	333	0	333
EX - PTS LEGAL-GENERAL	40,968	50,000	114,818	175,983	200,000	197,553	24,017
EX - PTS-OTHER	0	9,167	0	0	36,667	0	36,667
EX - CLINIC	6,640	7,500	6,640	28,220	30,000	28,220	1,780
EX - CLINIC SUPPLIES	9,777	5,000	573	24,606	20,000	5,184	-4,606
EX - OFFICE SUPPLIES	0	46	0	26	183	0	157
EX - LEGAL ADS	0	42	0	0	167	0	167
EX - TRAINING & TRAVEL EXPENSE	4,376	2,500	325	8,301	10,000	639	1,699
EX - EXPENDABLE ASSETS	0	125	86	0	500	172	500
TOTAL EXECUTIVE OFFICE	92,668	108,564	143,228	364,715	434,255	307,635	69,540
<b>TRANSPORTATION</b>							
TR - SAL & WAGES-FIXED	348,090	345,270	291,375	1,413,368	1,381,081	1,157,955	-32,287
TR - SAL & WAGES-PARATRANSIT	185,009	177,866	128,897	670,857	711,466	479,614	40,608
TR - INCENTIVE	2,800	7,479	2,300	19,100	29,917	17,325	10,817
TR - MEDICARE TAX	11,106	8,515	8,977	33,648	34,062	27,513	413
TR - PERS	132,301	130,455	102,849	517,048	521,821	411,615	4,772
TR - HEALTH INSURANCE	225,979	191,354	307,853	747,421	765,415	533,380	17,994
TR - LIFE INSURANCE	5,200	2,777	1,267	14,021	11,106	3,943	-2,915
TR - STD INSURANCE	0	4,885	1,314	0	19,539	4,072	19,539
TR - VISION	0	2,764	2,845	0	11,057	8,859	11,057
TR - DENTAL	0	9,902	10,218	40	39,608	31,760	39,568
TR - UNEMPLOYMENT	3,208	1,667	3,501	7,044	6,667	10,427	-378
TR - WORKERS' COMP	51,660	9,892	4,836	66,055	39,566	15,302	-26,489
TR - HOLIDAY,FUNERAL,OTHER	1,339	29,512	12,142	26,405	118,046	82,010	91,641
TR - VACATION	36,936	27,146	21,122	155,476	108,585	96,996	-46,891
TR - SICK COVID	0	0	2,975	24,808	0	15,360	-24,808
TR - UNIFORMS	1,470	4,167	1,107	1,470	16,667	29,162	15,196



STARK AREA REGIONAL TRANSIT AUTHORITY  
 DETAILED INCOME STATEMENT  
 For the Period Ending 4/30/2022

	April 2022 Actual	April 2022 Budget	April 2021 Prior Yr Actual	Jan 22 - Apr 22 Actual	Jan 22 - Apr 22 Budget	Jan 21- Apr 21 Prior Yr Actual	-over/under Budget
TR - YMCA & MISC BENEFITS	13,389	458	0	41,811	1,833	2,213	-39,978
TA - SAL & WAGES-FIXED	55,964	55,972	52,110	226,762	223,889	201,059	-2,873
TA - SAL & WAGES-PARATRANSIT	28,830	28,834	26,844	116,817	115,337	102,950	-1,480
TA - INCENTIVE	400	2,612	350	47,050	10,448	2,700	-36,602
TA - MEDICARE TAX	1,929	1,429	1,660	6,526	5,714	5,093	-812
TA - PERS	22,653	23,234	21,146	92,629	92,937	82,394	309
TA - HEALTH INSURANCE	31,337	25,074	46,815	102,017	100,296	83,753	-1,722
TA - LIFE INSURANCE	1,015	364	181	2,703	1,455	577	-1,247
TA - STD INSURANCE	0	640	181	0	2,560	577	2,560
TA - VISION	446	536	392	1,346	2,144	1,270	798
TA - DENTAL	1,139	1,644	391	3,397	6,577	2,616	3,180
TA - WORKERS' COMP	6,228	1,802	1,086	8,665	7,206	3,075	-1,459
TA - SICK COVID	0	0	0	0	0	1,799	0
TA - SICK LEAVE	4,707	4,772	1,354	19,031	19,087	10,267	56
TA - HOLIDAY,FUNERAL,OTHER	921	4,772	3,707	6,297	19,087	14,463	12,790
TA - VACATION	5,263	5,855	3,842	24,403	23,420	10,174	-983
TA - UNIFORMS	2,149	475	105	2,010	1,900	3,881	-110
TA - YMCA & MISC BENEFITS	0	142	0	546	567	223	21
TA - TRAINING & TRAVEL	159	1,250	0	5,775	5,000	0	-775
TOTAL TRANSPORTATION WAGES & BENEFIT:	1,181,629	1,113,515	1,063,741	4,404,548	4,454,060	3,454,376	49,512
TR - PTS-OTHER	5,315	4,167	6,795	12,395	16,667	12,905	4,272
TR - OFFICE SUPPLIES	28	167	92	552	667	135	114
TR - PRINTING	3,532	2,917	0	69,112	11,667	0	-57,445
TR - OMS-GEN'L FUNCTION	0	167	0	0	667	0	667
TR - DUES & SUBSCRIPTIONS	0	104	0	0	417	0	417
TR - LEGAL ADS	0	42	0	0	167	0	167
TR - TRAINING & TRAVEL EXPENSE	60	0	0	-126	0	0	126
TR - EXPENDABLE ASSETS	0	208	0	548	833	0	285
TOTAL TRANSPORTATION	1,190,564	1,121,286	1,070,628	4,487,029	4,485,143	3,467,415	-1,886
MAINTENANCE							
MA - SAL & WAGES-FIXED	23,379	23,073	24,415	95,341	92,293	88,998	-3,048
MA - SAL & WAGES-PARATRANSIT	12,044	11,886	12,577	49,115	47,545	45,848	-1,570
MA - WAGE/BENEFIT CONTRA	0	-333	0	0	-1,333	0	-1,333
MA - INCENTIVE	150	745	150	18,900	2,981	1,075	-15,919
MA - MEDICARE TAX	804	589	806	2,667	2,355	2,298	-313
MA - PERS	9,394	9,645	10,044	37,964	38,580	36,547	616
MA - HEALTH INSURANCE	12,951	9,238	18,716	42,853	36,951	33,544	-5,902
MA - LIFE INSURANCE	422	134	76	1,127	536	227	-591
MA - STD INSURANCE	0	236	74	0	943	223	943
MA - VISION	190	197	200	569	790	600	220
MA - DENTAL	496	606	206	1,430	2,423	1,303	993
MA - WORKERS' COMP	2,630	549	536	3,582	2,197	1,343	-1,386
MA - SICK LEAVE	81	2,009	499	1,033	8,037	6,516	7,005
MA - HOLIDAY,FUNERAL,OTHER	674	2,009	2,915	2,128	8,037	7,507	5,910
MA - VACATION	2,814	3,218	1,293	10,265	12,874	3,109	2,608
MA - UNIFORMS	1,238	146	0	1,358	583	150	-775





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MA - YMCA & MISC BENEFITS	0	21	0	0	83	0	83
MS - SAL & WAGES-FIXED	18,665	19,405	15,255	73,444	77,621	56,862	4,177
MS - SAL & WAGES-PARATRANSIT	9,615	9,997	7,859	37,835	39,987	29,282	2,152
MS - INCENTIVE	0	377	0	1,300	1,508	1,150	208
MS - MEDICARE TAX	606	477	500	1,821	1,909	1,523	89
MS - PERS	6,916	7,323	5,758	28,121	29,291	22,984	1,170
MS - HEALTH INSURANCE	13,928	11,877	18,514	46,602	47,509	34,721	906
MS - LIFE INSURANCE	300	172	86	772	689	256	-83
MS - STD INSURANCE	0	303	85	0	1,213	251	1,213
MS - VISION	0	172	139	0	686	417	686
MS - DENTAL	0	615	498	0	2,458	1,495	2,458
MS - WORKERS' COMP	3,383	576	242	4,094	2,306	748	-1,789
MS - HOLIDAY,FUNERAL,OTHER	0	1,752	1,157	677	7,010	5,661	6,333
MS - VACATION	1,994	1,391	1,322	9,517	5,563	5,959	-3,954
MS - SICK COVID	0	0	0	1,994	0	2,846	-1,994
MS - UNIFORMS	271	717	241	3,556	2,867	2,208	-689
MS - YMCA & MISC BENEFITS	850	21	0	2,550	83	0	-2,467
MT - SAL & WAGES-FIXED	41,970	43,588	35,810	165,098	174,353	142,469	9,255
MT - SAL & WAGES-PARATRANSIT	21,621	22,455	18,435	85,050	89,818	73,368	4,768
MT - INCENTIVE	0	819	0	2,625	3,275	1,225	650
MT - MEDICARE TAX	1,389	1,079	1,188	4,189	4,315	3,672	126
MT - PERS	16,102	16,554	13,533	63,174	66,216	54,210	3,041
MT - HEALTH INSURANCE	26,252	21,115	34,638	87,415	84,460	61,504	-2,955
MT - LIFE INSURANCE	712	306	143	1,999	1,226	434	-773
MT - STD INSURANCE	0	539	196	0	2,156	590	2,156
MT - VISION	0	305	301	0	1,220	912	1,220
MT - DENTAL	0	1,093	1,080	0	4,370	3,267	4,370
MT - WORKERS' COMP	5,893	1,340	659	7,677	5,358	2,073	-2,319
MT - HOLIDAY	636	3,857	2,205	4,632	15,428	12,085	10,795
MT - VACATION	5,238	3,673	3,699	24,029	14,693	16,040	-9,336
MT - SICK COVID	0	0	0	1,916	0	2,153	-1,916
MT - UNIFORMS	528	1,117	565	4,520	4,467	5,126	-54
MT - YMCA & MISC BENEFITS	1,488	21	0	4,605	83	0	-4,521
MT - TOOLS	1,000	583	0	3,232	2,333	2,212	-899
MBGE - SAL & WAGES-FIXED	7,177	9,298	9,979	30,467	37,192	36,249	6,726
MBGE - SAL & WAGES-PARATRANSIT	3,697	4,790	5,141	15,695	19,160	18,674	3,465
MBGE - INCENTIVE	0	233	0	8,525	933	650	-7,592
MBGE - MEDICARE TAX	247	234	324	1,027	936	929	-91
MBGE - PERS	2,950	3,816	4,053	12,783	15,265	15,004	2,482
MBGE - HEALTH INSURANCE	7,458	5,279	9,329	24,622	21,115	16,686	-3,507
MBGE - LIFE INSURANCE	138	77	40	384	306	120	-77
MBGE - STD INSURANCE	0	135	42	0	539	127	539
MBGE - VISION	56	113	83	187	451	248	264
MBGE - DENTAL	148	606	90	504	2,423	551	1,919
MBGE - WORKERS' COMP	1,600	313	201	2,065	1,252	521	-812
MBGE - SICK COVID	0	0	0	0	0	838	0
MBGE - SICK LEAVE	176	797	507	661	3,187	1,149	2,527



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MBGE - HOLIDAY,FUNERAL,OTHER	0	795	528	1,588	3,180	2,971	1,593
MBGE - VACATION	1,239	1,018	730	11,958	4,073	2,337	-7,885
MBGE - UNIFORMS	61	383	134	407	1,533	1,213	1,126
MBGE - YMCA & MISC BENEFITS	0	42	0	79	167	0	87
TOTAL MAINTENANCE WAGES & BENEFITS	271,574	265,515	267,798	1,051,730	1,062,061	875,261	10,331
M - TEMPORARY HELP	1,997	3,500	6,636	9,531	14,000	20,178	4,469
M - CMS SERVICING REVENUE VEHICLES	0	8	0	0	33	0	33
M - CMS REV VEH-FIXED	14,919	9,167	6,105	110,989	36,667	47,754	-74,322
M - CMS REV VEH-PARATRANSIT	8,493	2,500	2,003	48,213	10,000	3,793	-38,213
M - CMS-NON REV VEHICLES	0	3,500	0	2,972	14,000	0	11,028
M - CMS-FAREBOX PARTS-FIXED	0	500	0	0	2,000	0	2,000
M - CMS-BLDG GRND. & EQUIPMENT	5,526	12,500	8,466	30,049	50,000	33,132	19,951
M - CMS-RADIO EQUIP-FIXED	0	125	236	0	500	626	500
M - CMS-RADIO EQUIP-PARATRANSIT	0	125	0	0	500	0	500
M - CMS-SECURITY SYSTEM	0	833	1,403	0	3,333	1,778	3,333
M - CMS - CNG FUELING STATION	13,147	15,000	15,032	60,507	60,000	56,117	-507
M - CMS - HYDROGEN FUELING STATION	22,171	18,958	14,838	110,534	75,833	65,985	-34,701
M - DIESEL FUEL-FIXED	43,855	39,270	21,302	135,771	157,080	90,404	21,309
M - DIESEL FUEL-PARATRANSIT	23,405	22,730	12,587	72,476	90,920	44,505	18,444
M - LUBRICANTS-FIXED	2,228	1,667	817	4,594	6,667	3,803	2,072
M - LUBRICANTS-PARATRANSIT	179	833	331	696	3,333	916	2,637
M - FUEL TAX EXP-FIXED	2,908	3,333	2,647	8,341	13,333	10,250	4,992
M - FUEL TAX EXP-PARATRANSIT	2,097	3,333	2,830	6,929	13,333	10,467	6,405
M - CNG FUEL-FIXED	11,117	11,667	12,029	58,527	46,667	41,163	-11,861
M - CNG FUEL-PARATRANSIT	10,502	4,167	2,935	36,151	16,667	11,403	-19,484
M - CNG FUEL SUPPORT VEHICLES	23	417	274	85	1,667	923	1,581
M - CNG FUEL PUBLIC	669	417	311	1,361	1,667	1,223	306
M - HYDROGEN-FIXED	66,143	37,500	28,670	141,978	150,000	86,045	8,022
M - HYDROGEN-PARA	15,621	6,667	127	15,621	26,667	127	11,046
M - WAYNE COUNTY FUEL	1,884	0	0	6,162	0	0	-6,162
M - FUEL & LUBE-COMPANY VEHICLES	4,000	2,917	2,899	15,730	11,667	10,323	-4,064
M - TIRES & TUBES-FIXED	3,248	15,000	14,443	45,572	60,000	57,538	14,428
M - TIRES & TUBES-PARATRANSIT	0	2,500	1,901	6,042	10,000	5,020	3,958
M - TIRES SUPPORT VEHICLES	0	417	791	203	1,667	1,083	1,463
M - OMS-SUPPLIES	9,575	12,500	8,592	41,461	50,000	43,792	8,539
M - FREIGHT	1,239	1,250	897	4,599	5,000	4,377	401
M - INSP & REPAIR-FIXED	32,038	39,167	25,680	110,160	156,667	113,718	46,507
M - INSP & REPAIR-PARATRANSIT	18,045	20,833	30,036	85,072	83,333	75,732	-1,739
M - INSP & REPAIR-CO. VEHICLES	315	1,000	1,209	5,721	4,000	4,758	-1,721
M - OMS-MAINT EQUIPMENT	4,561	6,667	12,936	16,090	26,667	24,113	10,577
M - OMS FIXED ROUTE	2,271	4,583	6,596	7,171	18,333	21,620	11,162
M - OMS PARATRANSIT	1,960	4,583	1,649	4,036	18,333	5,182	14,298
M - CORE CHARGES/CREDITS	-502	1,000	142	88	4,000	-829	3,912
M - OMS-COMPANY VEHICLES	0	867	0	32	3,467	700	3,435
M - FAREBOX PARTS-FIXED	0	208	0	250	833	0	583
M - FAREBOX PARTS-PARATRANSIT	0	83	0	1,586	333	0	-1,253
M - OFFICE SUPPLIES	0	142	70	71	567	89	496



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M - COMMUNICATIONS MODEMS AVAIL	2,994	1,917	1,380	11,314	7,667	6,844	-3,647
M - BLDG & GROUNDS OMS	1,493	15,833	10,630	19,932	63,333	37,982	43,402
M - LABOR INSURANCE REC-3RD PARTY	0	-42	0	0	-167	0	-167
M - OMS INSURANCE REC-3RD PARTY	0	-167	0	0	-667	0	-667
M - PROPERTY INSURANCE	7,474	6,264	7,209	29,895	25,055	28,835	-4,840
M - OMS INSURANCE REC-OTRP	-12,796	-3,333	-14,005	-22,186	-13,333	-21,557	8,853
M - LABOR INSURANCE REC-OTRP	0	-1,250	-113	-75	-5,000	-600	-4,925
M - TRAINING & TRAVEL EXPENSE	473	2,917	0	5,344	11,667	0	6,323
M - DUES & SUBSCRIPTIONS	900	833	115	7,000	3,333	4,885	-3,667
M - EXPENDABLE ASSETS	129	333	0	129	1,333	365	1,204
TOTAL MAINTENANCE	595,875	601,254	520,436	2,308,452	2,405,017	1,829,827	96,565
<b>FINANCE</b>							
FIN - SAL & WAGES-FIXED	17,828	22,861	22,921	85,334	91,444	83,779	6,110
FIN - SAL & WAGES-PARATRANSIT	9,184	11,777	11,808	43,960	47,107	43,159	3,147
FIN - MEDICARE TAX	645	425	700	2,535	1,699	2,000	-836
FIN - INCENTIVE	0	340	100	18,450	1,358	875	-17,092
FIN - PERS	7,268	9,272	8,882	33,947	37,086	32,486	3,139
FIN - HEALTH INSURANCE	13,009	9,238	14,051	42,949	36,951	25,202	-5,998
FIN - LIFE INSURANCE	306	134	64	949	536	191	-413
FIN - STD INSURANCE	0	236	64	0	943	191	943
FIN - VISION	160	197	140	547	790	420	242
FIN - DENTAL	441	606	121	1,439	2,423	728	984
FIN - WORKERS' COMP	2,619	582	500	3,582	2,330	1,219	-1,253
FIN - SICK LEAVE	901	1,932	385	8,535	7,726	1,500	-809
FIN - HOLIDAY,FUNERAL,OTHER	132	1,932	1,795	1,783	7,726	6,722	5,943
FIN - VACATION	2,146	2,062	0	12,597	8,248	0	-4,348
FIN - UNIFORMS	439	58	0	439	233	534	-205
FIN - YMCA & MISC BENEFITS	0	58	0	0	233	0	233
TOTAL FINANCE WAGES & BENEFITS	55,078	61,709	61,532	257,047	246,836	199,005	-10,212
TOTAL FINANCE WAGES & BENEFITS							
FIN - SOFTWARE SERVICE	0	42	0	0	167	0	167
FIN - PTS OTHER	6,951	5,833	1,682	14,853	23,333	9,360	8,481
FIN - TEMPORARY HELP	7,327	1,667	0	9,269	6,667	0	-2,603
FIN - OFFICE SUPPLIES	0	208	430	131	833	472	703
FIN - PRINTING	0	6	0	0	25	0	25
FIN - DUES & SUBSCRIPTIONS	669	708	0	2,647	2,833	0	186
FIN - LEGAL ADS	0	42	0	200	167	176	-33
FIN - TRAINING & TRAVEL EXPENSE	377	1,458	0	1,584	5,833	0	4,249
FIN - EXPENDABLE ASSETS	280	167	0	280	667	850	387
TOTAL FINANCE	70,682	71,840	63,645	286,010	287,361	209,864	1,351
<b>INFORMATION TECHNOLOGY</b>							
IT - SAL & WAGES-FIXED	11,088	11,431	12,013	45,573	45,724	45,344	151
IT - SAL & WAGES-PARATRANSIT	5,712	5,889	6,189	23,477	23,555	23,359	78
IT - MEDICARE TAX	386	286	391	1,270	1,143	1,116	-127



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IT - INCENTIVE	100	115	100	8,075	458	425	-7,617
IT - PERS	4,581	4,703	4,834	18,471	18,811	19,119	341
IT - HEALTH INSURANCE	5,550	3,959	6,997	18,366	15,836	12,514	-2,529
IT - LIFE INSURANCE	201	57	32	539	230	97	-310
IT - STD INSURANCE	0	101	32	0	404	96	404
IT - VISION	88	85	86	265	338	257	73
IT - DENTAL	233	260	100	700	1,038	620	339
IT - WORKERS' COMP	1,060	284	285	1,535	1,136	929	-399
IT - SICK COVID	0	0	381	0	0	381	0
IT - SICK LEAVE	396	982	1,143	2,861	3,928	2,720	1,067
IT - HOLIDAY,FUNERAL,OTHER	218	980	591	878	3,919	3,597	3,041
IT - VACATION	1,575	1,296	105	4,073	5,182	4,544	1,109
IT - UNIFORMS	130	25	0	130	100	279	-30
IT - YMCA & MISC BENEFITS	0	42	0	195	167	223	-28
TOTAL INFORMATION TECHNOLOGY WAGES & BENEFITS	31,320	30,493	33,279	126,408	121,971	115,618	-4,437
IT - HARDWARE SERVICE CONTRACTS	20,673	14,583	10,382	53,721	58,333	41,527	4,612
IT - SOFTWARE SERVICE CONTRACTS	7,575	17,500	20,168	84,844	70,000	68,073	-14,844
IT - PTS-OTHER	2,742	1,083	192	2,742	4,333	1,091	1,591
IT - EXPENDABLE ASSETS & SOFTWARE	0	833	0	0	3,333	0	3,333
IT - OFFICE SUPPLIES	0	17	0	28	67	124	39
IT - POSTAGE	0	0	0	22	0	0	-22
IT - DUES & SUBSCRIPTIONS	216	42	84	10,797	167	335	-10,630
IT - LEGAL ADS	0	42	0	204	167	0	-38
IT - TRAINING EXPENSE	624	2,083	0	4,429	8,333	0	3,904
TOTAL INFORMATION TECHNOLOGY	63,150	66,676	64,103	283,196	266,704	226,768	-16,492
BOARD							
PLANNING /CUSTOMER RELATIONS							
PL - SAL & WAGES-FIXED	36,534	38,206	24,813	143,139	152,826	99,875	9,686
PL - SAL & WAGES-PARATRANSIT	18,821	19,682	22,842	73,739	78,728	82,808	4,990
PL - WAGE/BENEFIT CONTRA	0	-833	0	106	-3,333	0	-3,440
PL - MEDICARE TAX	1,226	947	1,060	4,393	3,787	3,051	-606
PL - INCENTIVE	0	396	25	46,500	1,583	1,425	-44,917
PL - PERS	14,516	15,574	13,338	59,535	62,294	50,522	2,759
PL - HEALTH INSURANCE	31,453	23,754	32,651	104,072	95,017	56,358	-9,055
PL - LIFE INSURANCE	720	345	144	1,959	1,379	431	-580
PL - STD INSURANCE	0	606	149	0	2,426	446	2,426
PL - VISION	452	508	337	1,355	2,031	1,009	676
PL - DENTAL	1,071	1,558	354	3,212	6,231	2,171	3,018
PL - WORKERS' COMP	7,273	1,150	625	8,700	4,599	1,982	-4,101
PL - SICK COVID	0	0	940	887	0	4,190	-887
PL - SICK LEAVE	858	3,322	3,656	9,715	13,289	9,207	3,575
PL - HOLIDAY	553	3,245	1,236	2,866	12,978	7,694	10,112
PL - VACATION	3,673	3,757	2,221	17,629	15,027	6,400	-2,602
PL - UNIFORMS	352	271	0	317	1,083	2,748	766
PL - YMCA & MISC BENEFITS	0	67	0	234	267	149	33



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TOTAL PLANNING WAGES & BENEFITS	117,499	112,553	104,390	478,359	450,211	330,465	-28,148
PL - PTS OTHER	18,357	24,167	17,131	34,177	96,667	58,455	62,490
PL - TRAVEL TRAINER	19,852	833	0	143,759	3,333	0	-140,426
PL - OFFICE SUPPLIES	0	250	226	50	1,000	735	950
PL - PRINTING	19,509	833	0	23,742	3,333	3,718	-20,409
PL - DUES & SUBSCRIPTIONS	6,357	2,500	5,394	10,303	10,000	8,740	-303
PL - TRAINING & TRAVEL EXPENSE	2,443	2,917	0	4,345	11,667	623	7,322
PL - ADVERTISING	-2,034	30,833	8,700	56,509	123,333	36,942	66,825
PL - EVENTS	132	2,083	0	203	8,333	0	8,130
PL - PROMOTIONAL MATERIALS	0	5,417	0	-130	21,667	0	21,797
PL - LEGAL ADS	1,148	167	0	1,148	667	0	-481
PL - EXPENDABLE ASSETS	3,701	283	0	4,472	1,133	357	-3,339
TOTAL PLANNING	186,963	182,836	135,841	756,937	731,344	440,036	-25,593
HUMAN RESOURCE							
HR - SAL & WAGES-FIXED	14,867	15,510	12,767	56,951	62,040	45,890	5,089
HR - SAL & WAGES-PARATRANSIT	7,659	7,990	6,577	29,339	31,960	23,640	2,621
HR - MEDICARE TAX	459	386	430	1,517	1,542	1,221	25
HR - PERS	5,694	6,327	5,108	22,517	25,307	19,476	2,791
HR - INCENTIVE	0	23	100	10,500	92	500	-10,408
HR - HEALTH INSURANCE	7,401	6,598	9,331	24,488	26,394	16,688	1,906
HR - LIFE INSURANCE	246	96	43	659	383	129	-276
HR - STD INSURANCE	0	168	42	0	674	127	674
HR - VISION	118	141	113	353	564	342	211
HR - DENTAL	357	433	125	1,071	1,731	819	660
HR - WORKERS' COMP	1,465	406	292	2,047	1,625	718	-422
HR - SICK COVID	0	0	1,064	0	0	1,841	0
HR - SICK LEAVE	97	1,321	215	1,298	5,283	3,468	3,985
HR - HOLIDAY,FUNERAL,OTHER	0	1,318	391	1,240	5,272	3,160	4,033
HR - VACATION	1,103	1,544	1,331	4,993	6,174	4,215	1,182
HR - UNIFORMS	407	42	0	370	167	288	-203
HR - TUITION REIMBURSEMENT	0	2,083	0	0	8,333	0	8,333
HR - YMCA & MISC BENEFITS	0	25	0	78	100	0	22
TOTAL HUMAN RESOURCES WAGES & BENE	39,872	44,410	37,930	157,419	177,641	122,520	20,222
HR - PTS-OTHER	2,126	2,542	1,652	9,597	10,167	6,390	570
HR - TEMPORARY HELP	0	167	0	0	667	0	667
HR - PRINTING	0	42	0	0	167	0	167
HR - OFFICE SUPPLIES	13	83	0	57	333	190	277
HR - DUES & SUBSCRIPTIONS	0	208	0	0	833	98	833
HR - EVENTS	807	0	0	1,328	0	0	-1,328
HR - LEGAL ADS	0	417	207	200	1,667	306	1,467
HR - EMPLOYEE RELATIONS	1,439	1,667	766	4,187	6,667	5,633	2,480
HR - WELLNESS PROGRAM	1,900	2,500	3,283	6,317	10,000	5,733	3,683
HR - TRAINING & TRAVEL EXPENSE	2,459	1,042	0	3,643	4,167	-1,594	523
HR - AGENCY TRAINING	0	1,042	0	0	4,167	0	4,167
HR - EXPENDABLE ASSETS	682	83	0	682	333	115	-349
TOTAL HUMAN RESOURCE	49,298	54,202	43,838	183,431	216,808	139,391	33,777



STARK AREA REGIONAL TRANSIT AUTHORITY  
 DETAILED INCOME STATEMENT  
 For the Period Ending 4/30/2022

	April 2022 Actual	April 2022 Budget	April 2021 Prior Yr Actual	Jan 22 - Apr 22 Actual	Jan 22 - Apr 22 Budget	Jan 21- Apr 21 Prior Yr Actual	-over/under Budget
GENERAL							
GEN - LEGAL ADS	0	42	0	0	167	0	167
GEN - PTS-OTHER	84,270	8,333	39,063	258,543	33,333	36,577	-225,210
GEN - SECURITY SERVICES	16,822	18,333	17,780	65,959	73,333	71,778	7,375
GEN - OFFICE EXPENSES	3,440	3,333	1,847	8,728	13,333	8,143	4,606
GEN - OFFICE EXPENSE-IT	0	208	0	533	833	170	300
GEN - EXPENDABLE ASSETS	0	46	0	0	183	0	183
GEN - UTILITIES-ELECTRIC	18,962	25,000	17,072	82,610	100,000	71,807	17,390
GEN - UTILITIES-ELECTRIC - CNG	8,612	8,333	416	33,451	33,333	25,626	-117
GEN - UTILITIES-OTHER	2,881	4,167	3,560	11,231	16,667	13,762	5,435
GEN - UTILITIES-TELEPHONE	1,629	10,000	5,153	22,527	40,000	34,466	17,473
GEN - UTILITIES-TELEPHONE - CNG	222	250	220	668	1,000	877	332
GEN - UTILITIES-NATURAL GAS	20,053	14,583	11,668	82,898	58,333	44,636	-24,565
PREM FOR PUBLIC LIAB & PROPERTY DAMAG	34,422	35,501	37,650	137,688	142,005	150,599	4,317
PREM FOR EXCESS INSURANCE	8,317	8,512	6,887	33,269	34,047	27,549	778
GEN - PAYOUTS-DEDUCTIBLES	0	2,333	0	0	9,333	0	9,333
GEN - PROPERTY TAXES	0	417	0	2,412	1,667	20,725	-746
GEN - DUES & SUBSCRIPTIONS	8,427	5,000	4,243	38,509	20,000	14,581	-18,509
GEN - BAD DEBT EXPENSE	0	250	0	0	1,000	0	1,000
GEN - EMPLOYEE RELATIONS	-200	0	149	-400	0	149	400
GEN - SAFETY	614	208	154	1,705	833	607	-872
GEN - FEES	2,597	2,083	1,459	14,000	8,333	4,031	-5,667
GEN - FEES CREDIT CARD	1,409	1,667	1,120	5,580	6,667	4,218	1,086
GEN - ADVERTISING COMMISSION	-205	417	140	4,123	1,667	-1,818	-2,456
GEN - ADVERTISING	-599	667	850	-2,383	2,667	129	5,049
GEN - SALES TAX COLLECTION EXPENSE	12,638	16,667	11,928	59,437	66,667	53,688	7,230
GEN - POSTAGE	652	417	170	1,747	1,667	404	-80
GEN - MISCELLANEOUS	0	379	0	0	1,517	545	1,517
GEN - CTE RFHCC	0	7,057	0	8,515	28,230	20,572	19,715
SUBGRANTEE - 5310 ENHANCED MOBILITY	26,720	57,784	1,758	54,838	231,135	67,558	176,297
SUBGRANTEE - WAYNE COUNTY	0	0	0	10,146	0	0	-10,146
SUBGRANTEE - RESEARCH	18,694	38,232	13,790	88,907	152,926	225,241	64,020
GEN - LEASE & RENT	0	0	0	8,435	0	0	-8,435
TOTAL GENERAL EXPENSES	270,378	270,219	177,075	1,033,674	1,080,877	896,619	47,203
TOTAL EXPENSES	2,519,578	2,476,877	2,218,795	9,703,445	9,907,509	7,517,556	204,065
OPERATING INCOME (LOSS) EXCLUDING PREVENTIVE MAINTENANCE GRANTS	-2,358,945	-1,191,638	-1,234,869	-4,492,668	-4,934,148	-1,003,423	-441,480
RESTRICTED REVENUE FROM CAPITAL GRANTS							
TOTAL LOCAL CASH GRANTS							
SCG - PLANNING ASSISTANCE	0	62,404	0	0	249,614	0	249,614
STATE CAPITAL GRANTS	80,844	194,739	68,099	439,546	778,956	136,334	339,410
TOTAL STATE GRANTS	80,844	257,143	68,099	439,546	1,028,570	136,334	589,024
FG - 5310 ENHANCED MOBILITY	26,720	0	1,758	54,838	0	67,560	-54,838
SUBGRANTEE CONTRACTS CONTRA	0	57,784	0	0	231,135	0	231,135
FG - PLANNING	65,365	33,878	31,122	198,193	135,513	31,122	-62,680



STARK AREA REGIONAL TRANSIT AUTHORITY  
 DETAILED INCOME STATEMENT  
 For the Period Ending 4/30/2022

	April 2022 Actual	April 2022 Budget	April 2021 Prior Yr Actual	Jan 22 - Apr 22 Actual	Jan 22 - Apr 22 Budget	Jan 21- Apr 21 Prior Yr Actual	-over/under Budget
FCG - PREVENTIVE MAINTENANCE	22,715	8,522	15,444	160,391	34,088	345,161	-126,303
FCG - HYDROGEN PROJECT CALSTART	0	0	0	0	0	56,060	0
FEDERAL GRANTS	29,993	1,011,101	0	2,996,172	4,044,402	352,600	1,048,231
FEDERAL GRANTS-OTHER	18,694	38,232	13,790	88,907	152,926	225,241	64,019
FEDERAL CAPITAL GRANTS	31,925	1,019,769	221,513	1,202,475	4,079,077	407,000	2,876,602
TOTAL FEDERAL GRANTS	195,412	2,169,286	283,627	4,700,976	8,677,142	1,484,744	3,976,166
TOTAL GRANTS	276,256	2,426,428	351,726	5,140,522	9,705,712	1,621,078	4,565,190
DEPRECIATION & AMORTIZATION							
DEPRECIATION EXP-GRANTS	322,059	250,000	289,722	1,051,732	1,000,000	1,216,679	-51,732
DEPRECIATION EXP-LOCAL MATCH	47,947	37,500	43,530	156,624	150,000	172,238	-6,624
GENERAL AMORTIZATION	786	20,833	2,311	2,357	83,333	9,243	80,976
TOTAL DEPRECIATION & AMORTIZATION	370,792	308,333	335,563	1,210,713	1,233,333	1,398,160	22,621
GAIN/LOSS ON DISPOSAL	0	5,000	0	0	20,000	-1,647	20,000
GEN - SETTLEMENTS/LOSSES	0	1,250	0	0	5,000	0	5,000
TOTAL GAIN/LOSS ON DISPOSAL OF ASSETS	0	6,250	0	0	25,000	-1,647	25,000
NET INCOME AFTER DEPRECIATION,AMORTIZ	-2,453,481	920,206	-1,218,705	-562,859	3,513,231	-778,857	4,076,089





**Stark Area Regional Transit Authority**  
**Summary Income Statement**  
**For the Four Months Ending Saturday, April 30, 2022**

	2022	2021
TOTAL FARES	414,325	445,315
TOTAL PROGRAM INCOME	24,672	12,938
TOTAL AUX TRANS REVENUE	17	29
TOTAL INTEREST & DISCOUNT REVENUE	8,008	6,378
TOTAL NON-TRANSPORTATION REVENUE	47,022	1,053,158
<u>TOTAL SALES TAX REVENUE</u>	<u>4,716,734</u>	<u>4,996,318</u>
TOTAL REVENUES	5,210,778	6,514,136
TOTAL WAGES	3,963,352	3,296,827
TOTAL HEALTH	1,253,049	878,521
TOTAL PERS & BENEFITS	1,380,913	997,770
PROFESSIONAL SERVICES - LEGAL	175,983	197,553
PROFESSIONAL SERVICES - OTHER	385,133	158,182
MATERIALS	700,332	588,658
SUPPLIES	484,940	206,440
FUEL	489,152	290,835
UTILITIES	233,385	191,174
CASUALTY & LIABILITY INSURANCE	200,852	206,983
FUEL TAX	15,270	20,717
DUES & SUBSCRIPTIONS	69,256	28,639
ADVERTISING	59,650	35,253
TRAINING	33,295	-332
LEGAL ADS	1,752	482
EXPENDABLE ASSETS	6,111	1,859
TUITION REIMBURSEMENT	0	0
WELLNESS	6,317	5,733
SECURITY/SAFETY	67,664	72,385
LEASES & RENTS	8,435	0
EMPLOYEE RELATIONS	3,787	5,782
BOARD	0	0
GENERAL EXPENSES	2,412	20,725
<u>SUBGRANTEE</u>	<u>162,406</u>	<u>313,371</u>
TOTAL EXPENSES	9,703,446	7,517,557
OPERATING INCOME (LOSS) EXCLUDING	-4,492,668	-1,003,421
TOTAL STATE GRANTS	439,546	136,334
<u>TOTAL FEDERAL GRANTS</u>	<u>4,700,976</u>	<u>1,484,744</u>
TOTAL GRANTS	5,140,522	1,621,078
TOTAL DEPRECIATION & AMORTIZATION	1,210,713	1,398,160
TOTAL GAIN/LOSS ON DISPOSAL OF ASSETS	0	-1,647
NET INCOME AFTER DEPRECIATION,AMORTIZATION & DISPOSALS	-562,859	-778,856





## Checks By Vendor-April 2022

Document Date	Document Number	Vendor Name	Vendor ID	Document Amount
4/29/2022	094710	AEP OHIO	AEPO001	\$ 25,067.49
4/13/2022	094688	AKRON MUNICIPAL COURT	AKRO005	\$ 343.98
4/29/2022	094711	AKRON MUNICIPAL COURT	AKRO005	\$ 1,246.75
4/29/2022	094712	ALLIANCE WATER UTILITY	ALLI004	\$ 210.39
4/29/2022	094713	AT&T 5011	ATT5011	\$ 2,453.30
4/29/2022	094714	AXLE SURGEONS OF NORTHEAST OHIO	AXLE002	\$ 515.00
4/13/2022	094689	BAE SYSTEMS CONTROLS INC	BAES001	\$ 1,058.05
4/29/2022	094715	BIERLY-LITMAN	BIER001	\$ 17.94
4/13/2022	094690	BRINKS INC.	BRIN001	\$ 1,671.71
4/13/2022	094691	BUCKEYE COUNCIL #436	BUCK007	\$ 600.00
4/29/2022	094717	CANTON AUTOMOTIVE MACHINE	CANT002	\$ 268.75
4/13/2022	094692	CANTON CITY UTILITIES	CANT011	\$ 1,072.35
4/13/2022	094693	CANTON MUNICIPAL COURT	CANT020	\$ 601.94
4/29/2022	094718	CANTON MUNICIPAL COURT	CANT020	\$ 778.22
4/12/2022	094687	CASH	CASH001	\$ 500.00
4/13/2022	094694	CASH	CASH001	\$ 173.24
4/13/2022	094695	CFIS GROUP	CFIS001	\$ 1,065.74
4/29/2022	094719	CHAMBER OF COMMERCE	CHAM001	\$ 200.00
4/13/2022	094696	CHW ADVISORS	CHWA001	\$ 5,000.00
4/13/2022	094697	CLEAN ENERGY	CLEA005	\$ 14,508.16
4/29/2022	094720	COLEMAN PROFESSIONAL SERVICES	COLE001	\$ 1,000.00
4/29/2022	094721	COLUMBIA GAS OF OHIO	COLU001	\$ 105.48
4/13/2022	094698	CUMMINS SALES AND SERVICE	CUMM002	\$ 1,580.42
4/29/2022	094722	CUMMINS SALES AND SERVICE	CUMM002	\$ 52.01
4/29/2022	094723	DOMINION EAST OHIO	DOMI001	\$ 10,016.36
4/29/2022	094724	ELDORADO NATIONAL - CALIFORNIA	ELDO001	\$ 1,220.35
4/29/2022	094725	ENVIRONMENTAL FLOORING GROUP LLC	ENVI005	\$ 2,624.32
4/13/2022	094700	GOODYEAR TIRE AND RUBBER	GOOD001	\$ 30.00
4/29/2022	094726	GOODYEAR TIRE AND RUBBER	GOOD001	\$ 3,218.00
4/13/2022	094699	GOVERNMENT FINANCE OFFICERS ASSOC	GFOA001	\$ 280.00
4/29/2022	094727	INTERSTATE GAS SUPPLY INC	IGS001	\$ 32,260.74
4/29/2022	094728	LEADERSHIP STARK COUNTY	LEAD001	\$ 1,625.00
4/29/2022	094729	LEGAL SHIELD	LEGA003	\$ 946.53

4/13/2022 094701	LIBERTY FORD	LIBE003	\$	923.20
4/29/2022 094730	LIBERTY FORD	LIBE003	\$	109.12
4/29/2022 094731	MASSILLON MUNICIPAL COURT	MASS006	\$	535.02
4/29/2022 094732	MIDWEST POLY PACK	MIDW001	\$	1,464.23
4/13/2022 094702	MILLER AND COMPANY	MILL009	\$	165.00
4/13/2022 094703	MORRISON CUSTOM WELDING	MORR007	\$	4,359.00
4/29/2022 094733	MSC INDUSTRIAL SUPPLY CO	MSCI001	\$	271.00
4/29/2022 094734	OHIO DEPT OF JOB AND FAML	OHIO009	\$	3,208.35
4/29/2022 094735	OHIO EDISON	OHIO011	\$	747.69
4/13/2022 094709	PROGRESSIVE CHEVROLET	PROG002	\$	2,252.77
4/29/2022 094736	PROGRESSIVE CHEVROLET	PROG002	\$	6,692.58
4/13/2022 094704	REED'S INC.	REED002	\$	200.00
4/13/2022 094705	ROBERT HALF TECHNOLOGY	ROBE002	\$	5,249.69
4/29/2022 094737	ROBERT HALF TECHNOLOGY	ROBE002	\$	4,019.50
4/29/2022 094738	ROYAL PUBLISHING INC	ROYA004	\$	500.00
4/29/2022 094739	STANDARD INS CO	STAN005	\$	1,614.92
4/13/2022 094706	STEPHEN CUTRI PHOTOGROPHY	STEP006	\$	1,566.69
4/13/2022 094707	T FORCE FREIGHT	TFOR001	\$	333.80
4/13/2022 094708	UPS FREIGHT	UPSF001	\$	32.32
4/29/2022 094740	UPS FREIGHT	UPSF001	\$	10.79
4/29/2022 094741	VERIZON WIRELESS	VERI001	\$	1,528.69
4/29/2022 094716	VERNER BONFERT	BONF001	\$	585.00

\*End Report



## Checks By Date-April 2022

Document Date	Document Number	Vendor Name	Vendor ID	Document Amount
4/12/2022	094687	CASH	CASH001	\$ 500.00
4/13/2022	094688	AKRON MUNICIPAL COURT	AKRO005	\$ 343.98
4/13/2022	094689	BAE SYSTEMS CONTROLS INC	BAES001	\$ 1,058.05
4/13/2022	094690	BRINKS INC.	BRIN001	\$ 1,671.71
4/13/2022	094691	BUCKEYE COUNCIL #436	BUCK007	\$ 600.00
4/13/2022	094692	CANTON CITY UTILITIES	CANT011	\$ 1,072.35
4/13/2022	094693	CANTON MUNICIPAL COURT	CANT020	\$ 601.94
4/13/2022	094694	CASH	CASH001	\$ 173.24
4/13/2022	094695	CFIS GROUP	CFIS001	\$ 1,065.74
4/13/2022	094696	CHW ADVISORS	CHWA001	\$ 5,000.00
4/13/2022	094697	CLEAN ENERGY	CLEA005	\$ 14,508.16
4/13/2022	094698	CUMMINS SALES AND SERVICE	CUMM002	\$ 1,580.42
4/13/2022	094699	GOVERNMENT FINANCE OFFICERS ASSOC	GFOA001	\$ 280.00
4/13/2022	094700	GOODYEAR TIRE AND RUBBER	GOOD001	\$ 30.00
4/13/2022	094701	LIBERTY FORD	LIBE003	\$ 923.20
4/13/2022	094702	MILLER AND COMPANY	MILL009	\$ 165.00
4/13/2022	094703	MORRISON CUSTOM WELDING	MORR007	\$ 4,359.00
4/13/2022	094709	PROGRESSIVE CHEVROLET	PROG002	\$ 2,252.77
4/13/2022	094704	REED'S INC.	REED002	\$ 200.00
4/13/2022	094705	ROBERT HALF TECHNOLOGY	ROBE002	\$ 5,249.69
4/13/2022	094706	STEPHEN CUTRI PHOTOGRAPHY	STEP006	\$ 1,566.69
4/13/2022	094707	T FORCE FREIGHT	TFOR001	\$ 333.80
4/13/2022	094708	UPS FREIGHT	UPSF001	\$ 32.32
4/29/2022	094710	AEP OHIO	AEPO001	\$ 25,067.49
4/29/2022	094711	AKRON MUNICIPAL COURT	AKRO005	\$ 1,246.75
4/29/2022	094712	ALLIANCE WATER UTILITY	ALLI004	\$ 210.39
4/29/2022	094713	AT&T 5011	ATT5011	\$ 2,453.30
4/29/2022	094714	AXLE SURGEONS OF NORTHEAST OHIO	AXLE002	\$ 515.00
4/29/2022	094715	BIERLY-LITMAN	BIER001	\$ 17.94
4/29/2022	094716	VERNER BONFERT	BONF001	\$ 585.00

4/29/2022 094717	CANTON AUTOMOTIVE MACHINE	CANT002	\$	268.75
4/29/2022 094718	CANTON MUNICIPAL COURT	CANT020	\$	778.22
4/29/2022 094719	CHAMBER OF COMMERCE	CHAM001	\$	200.00
4/29/2022 094720	COLEMAN PROFESSIONAL SERVICES	COLE001	\$	1,000.00
4/29/2022 094721	COLUMBIA GAS OF OHIO	COLU001	\$	105.48
4/29/2022 094722	CUMMINS SALES AND SERVICE	CUMM002	\$	52.01
4/29/2022 094723	DOMINION EAST OHIO	DOMI001	\$	10,016.36
4/29/2022 094724	ELDORADO NATIONAL - CALIFORNIA	ELDO001	\$	1,220.35
4/29/2022 094725	ENVIRONMENTAL FLOORING GROUP LLC	ENVI005	\$	2,624.32
4/29/2022 094726	GOODYEAR TIRE AND RUBBER	GOOD001	\$	3,218.00
4/29/2022 094727	INTERSTATE GAS SUPPLY INC	IGS001	\$	32,260.74
4/29/2022 094728	LEADERSHIP STARK COUNTY	LEAD001	\$	1,625.00
4/29/2022 094729	LEGAL SHIELD	LEGA003	\$	946.53
4/29/2022 094730	LIBERTY FORD	LIBE003	\$	109.12
4/29/2022 094731	MASSILLON MUNICIPAL COURT	MASS006	\$	535.02
4/29/2022 094732	MIDWEST POLY PACK	MIDW001	\$	1,464.23
4/29/2022 094733	MSC INDUSTRIAL SUPPLY CO	MSCI001	\$	271.00
4/29/2022 094734	OHIO DEPT OF JOB AND FAML	OHIO009	\$	3,208.35
4/29/2022 094735	OHIO EDISON	OHIO011	\$	747.69
4/29/2022 094736	PROGRESSIVE CHEVROLET	PROG002	\$	6,692.58
4/29/2022 094737	ROBERT HALF TECHNOLOGY	ROBE002	\$	4,019.50
4/29/2022 094738	ROYAL PUBLISHING INC	ROYA004	\$	500.00
4/29/2022 094739	STANDARD INS CO	STAN005	\$	1,614.92
4/29/2022 094740	UPS FREIGHT	UPSF001	\$	10.79
4/29/2022 094741	VERIZON WIRELESS	VERI001	\$	1,528.69

\*End Report



## Electronic Payments April 2022

Document Date	Document Number	Vendor Name	Vendor ID	Document Amount
4/1/2022	000105631	CANTON CITY INCOME TAX	CANT008	\$ 11,254.22
4/1/2022	000105632	INTERNAL REVENUE SERVICE	IRSA002	\$ 55,483.44
4/1/2022	000105455	OHIO CSPC	OHIO007	\$ 5,044.86
4/1/2022	000105633	OHIO DEPT OF TAXATION	OHIO010	\$ 11,321.27
4/8/2022	000106126	INTERNAL REVENUE SERVICE	IRSA002	\$ 184.27
4/11/2022	000105458	HUNTINGTON BANK - EA1W18	HUNT004	\$ 31,671.10
4/12/2022	000105454	AFLAC	AFLA001	\$ 5,489.78
4/15/2022	000105718	CANTON CITY INCOME TAX	CANT008	\$ 10,857.01
4/15/2022	000106127	COLONIAL SUPPLEMENTAL INSURANCE	COLO001	\$ 1,120.69
4/15/2022	000105719	INTERNAL REVENUE SERVICE	IRSA002	\$ 52,832.13
4/15/2022	000105629	OHIO CSPC	OHIO007	\$ 5,044.86
4/15/2022	000105720	OHIO DEPT OF TAXATION	OHIO010	\$ 10,781.63
4/15/2022	000105630	OHIO PUBLIC EMPLOYEES	OHIO017	\$ 10,208.00
4/18/2022	000105721	OHIO TRANSIT RISK POOL	OHIO022	\$ 104,794.80
4/18/2022	000105722	OHIO TRANSIT RISK POOL	OHIO022	\$ 5,424.48
4/20/2022	000105453	HEALTH TP OF OHIO	HEAL004	\$ 330,000.00
4/25/2022	000105456	OPERS	PERS001	\$ 223,183.21
4/25/2022	000105457	OPERS	PERS001	\$ 4,654.73
4/29/2022	000106123	AMERICAN HERITAGE LIFE INS CO	AMER022	\$ 844.44
4/29/2022	000106133	CANAL FULTON TAX	CANA004	\$ 182.42
4/29/2022	000106129	CANTON CITY INCOME TAX	CANT008	\$ 11,077.37
4/29/2022	000106122	COLONIAL SUPPLEMENTAL INSURANCE	COLO001	\$ 1,120.41
4/29/2022	000106131	DALTON TAX	DALT001	\$ 48.72
4/29/2022	000106130	INTERNAL REVENUE SERVICE	IRSA002	\$ 53,602.79
4/29/2022	000106124	OHIO CSPC	OHIO007	\$ 4,981.70
4/29/2022	000106128	OHIO DEPT OF TAXATION	OHIO010	\$ 10,928.14
4/29/2022	000106125	OHIO PUBLIC EMPLOYEES	OHIO017	\$ 10,158.00
4/29/2022	000106132	SEBRING TAX	SEBR001	\$ 51.20
4/30/2022	000106121	HUNTINGTON BANK - EA1W18	HUNT004	\$ 2,000.00

\*End Report\*



## EFT Payments April 2022

Document Date	Document Number	Vendor Name	Vendor ID	Document Amount
4/13/2022	EFT000000004798	AFSCME	AFSC001	\$ 3,936.16
4/13/2022	EFT000000004799	AIR PRODUCTS AND CHEMICALS INC	AIRP002	\$ 25,205.26
4/13/2022	EFT000000004800	AKERS SIGNS LTD	AKER001	\$ 22,715.37
4/13/2022	EFT000000004801	AMERICAN FOOD & VENDING	AMER029	\$ 393.88
4/13/2022	EFT000000004802	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	\$ 490.92
4/13/2022	EFT000000004803	JOSEPH BERNARD	BERN002	\$ 500.00
4/13/2022	EFT000000004804	RICHARD L. BOWEN & ASSOCIATES	BOWE002	\$ 45,057.81
4/13/2022	EFT000000004805	CALSTART	CALS001	\$ 12,883.09
4/13/2022	EFT000000004806	CANTON PEST CONTROL	CANT023	\$ 37.00
4/13/2022	EFT000000004807	CANTON POLICE PATROLMENS	CANT026	\$ 4,579.00
4/13/2022	EFT000000004808	CANTON TOWING	CANT059	\$ 925.50
4/13/2022	EFT000000004809	CINTAS	CINT001	\$ 1,186.33
4/13/2022	EFT000000004810	CITIZENS FOR SARTA	COMM001	\$ 195.00
4/13/2022	EFT000000004811	COPLEY OHIO NEWSPAPERS	COPL001	\$ 204.34
4/13/2022	EFT000000004812	CORNERSTONE INFORMATION ASSURANCE LTD	CORN004	\$ 410.00
4/13/2022	EFT000000004813	CULLIGAN OF CANTON	CULL001	\$ 339.37
4/13/2022	EFT000000004814	DAMON INDUSTRIES INC	DAMO001	\$ 1,077.79
4/13/2022	EFT000000004815	DON SMITH AUTO PARTS	DONS001	\$ 1,663.79
4/13/2022	EFT000000004856	D & W DIESEL INC	DWDI001	\$ 3,526.76
4/13/2022	EFT000000004816	EMPLOYER HCS	EHCS001	\$ 16,417.22
4/13/2022	EFT000000004817	EBONY FONTES	FONT001	\$ 75.60
4/13/2022	EFT000000004818	GILLIG LLC	GILL001	\$ 3,891.03
4/13/2022	EFT000000004819	GLADIUEX ENEGY	GLAD001	\$ 22,832.40
4/13/2022	EFT000000004820	CHARLES E. HARRIS & ASSOC., INC	HARR006	\$ 5,100.00
4/13/2022	EFT000000004821	DANIEL HAWTHORNE	HAWT001	\$ 500.00
4/13/2022	EFT000000004822	HEAVY LIFT SYSTEMS INC.	HEAV001	\$ 520.00
4/13/2022	EFT000000004823	MARK D HENNING	HENN002	\$ 2,478.64
4/13/2022	EFT000000004824	HERBS TRANSMISSION	HERB002	\$ 3,975.00
4/13/2022	EFT000000004825	INDEPENDENT ELEVATOR CO.	INDE005	\$ 182.00
4/13/2022	EFT000000004826	INNIS MAGGIORE GROUP INC	INNI001	\$ 13,265.26
4/13/2022	EFT000000004827	J. P. BOYLAN CO. & SONS	JPBO001	\$ 320.00
4/13/2022	EFT000000004828	MAGIC GARAGE DOOR INC	MAGI001	\$ 700.00

4/13/2022	EFT000000004829	DELANO MEANS	MEAN002	\$	74.26
4/13/2022	EFT000000004830	MEDICAID BILLING SOLUTIONS INC	MEDI004	\$	400.00
4/13/2022	EFT000000004831	CLEVELAND CLINIC MERCY HOSPITAL	MERC004	\$	4,254.63
4/13/2022	EFT000000004832	METRO CLEVELAND SECURITY INC	METR006	\$	3,300.00
4/13/2022	EFT000000004833	MOHAWK MFG. & SUPPLY CO.	MOHA001	\$	4,447.47
4/13/2022	EFT000000004834	MUNCIE RECLAMATION & SPLY	MUNC001	\$	4,309.69
4/13/2022	EFT000000004835	NEORIDE	NEOR001	\$	5,810.80
4/13/2022	EFT000000004836	OHIO AFSCME CAREPLAN	OHIO002	\$	11,512.50
4/13/2022	EFT000000004837	AIRGAS USA LLC	OHIO003	\$	512.21
4/13/2022	EFT000000004838	PEOPLE	PEOP001	\$	20.67
4/13/2022	EFT000000004839	REDMONDS PARTS & SUPPY INC.	REDM001	\$	3,025.93
4/13/2022	EFT000000004840	R STRATEGY GROUP	RSTA001	\$	6,300.00
4/13/2022	EFT000000004841	SILCO	SILC001	\$	70.00
4/13/2022	EFT000000004842	VELOSIO	SOCI003	\$	13,553.75
4/13/2022	EFT000000004843	SPEEDIE	SPEE001	\$	922.00
4/13/2022	EFT000000004844	STANDARD PLUMBING AND HEAT	STAN001	\$	2,558.19
4/13/2022	EFT000000004845	STANLEY MILLER CONSTRUCT	STAN002	\$	34,818.73
4/13/2022	EFT000000004846	TESCO	TESC001	\$	5,747.89
4/13/2022	EFT000000004847	THOMAS ENERGY CONSULTING	THOM014	\$	6,240.00
4/13/2022	EFT000000004848	TRAPEZE SOFTWARE GROUP	TRAP001	\$	3,716.00
4/13/2022	EFT000000004849	US SAFETYGEAR INC	USSA001	\$	876.35
4/13/2022	EFT000000004850	VESCO OIL	VESC001	\$	16,095.55
4/13/2022	EFT000000004851	THE WORKSHOPS INC.	WORK002	\$	2,654.40
4/13/2022	EFT000000004852	WORK HEALTH & SAFETY SERVICES	WORK003	\$	5,315.00
4/13/2022	EFT000000004853	W.W. GRAINGER INC.	WWGR001	\$	150.33
4/13/2022	EFT000000004854	KEITH ZACHARY	ZACH003	\$	78.18
4/13/2022	EFT000000004855	ZONES INC	ZONE001	\$	9,903.80
4/14/2022	EFT000000004857	GENFARE A DIVISION OF SPX CORP	GFI 001	\$	113,419.00
4/14/2022	EFT000000004858	WILLANDALE GOLF CARTS	WILL014	\$	8,650.00
4/20/2022	EFT000000004859	ABBOTT ELECTRIC INC	ABBO002	\$	3,700.00
4/20/2022	EFT000000004860	AFSCME	AFSC001	\$	3,963.12
4/20/2022	EFT000000004861	AIR PRODUCTS AND CHEMICALS INC	AIRP002	\$	6,805.17
4/20/2022	EFT000000004862	AKRON CANTON WASTE OIL	AKRO003	\$	1,800.00
4/20/2022	EFT000000004863	AMERICAN FOOD & VENDING	AMER029	\$	194.22
4/20/2022	EFT000000004864	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	\$	425.66
4/20/2022	EFT000000004865	AVAIL TECHNOLOGIES	AVAI001	\$	646.40
4/20/2022	EFT000000004866	RICHARD L. BOWEN & ASSOCIATES	BOWE002	\$	590.75

4/20/2022	EFT000000004867	CANTON TOWING	CANT059	\$	1,692.50
4/20/2022	EFT000000004868	CARNATION SECURITY SERVICES INC	CARN001	\$	66.00
4/20/2022	EFT000000004869	CINTAS	CINT001	\$	697.66
4/20/2022	EFT000000004870	CITIZENS FOR SARTA	COMM001	\$	191.00
4/20/2022	EFT000000004871	COMMUNITY ACTION WAYNE MEDINA	COMM011	\$	762.35
4/20/2022	EFT000000004872	KIRT CONRAD	CONR001	\$	148.00
4/20/2022	EFT000000004873	CREATIVE BUS SALES	CREA003	\$	1,533.80
4/20/2022	EFT000000004874	CULLIGAN OF CANTON	CULL001	\$	67.95
4/20/2022	EFT000000004875	DE LAGE LANDEN FINANCIAL SEVICES INC	DELA001	\$	239.00
4/20/2022	EFT000000004876	DON SMITH AUTO PARTS	DONS001	\$	260.83
4/20/2022	EFT000000004877	D & W DIESEL INC	DWDI001	\$	87.53
4/20/2022	EFT000000004878	FURBAY/MANSFIELD ELECTRIC	FURB001	\$	110.11
4/20/2022	EFT000000004879	GILLIG LLC	GILL001	\$	2,275.67
4/20/2022	EFT000000004880	GLADIUEX ENEGY	GLAD001	\$	22,278.20
4/20/2022	EFT000000004881	HERBS TRANSMISSION	HERB002	\$	4,175.00
4/20/2022	EFT000000004882	INNIS MAGGIORE GROUP INC	INNI001	\$	1,000.00
4/20/2022	EFT000000004883	KWGD	KRUG001	\$	50,916.80
4/20/2022	EFT000000004884	M CONLEY	MCON001	\$	1,031.39
4/20/2022	EFT000000004885	MOHAWK MFG. & SUPPLY CO.	MOHA001	\$	2,600.38
4/20/2022	EFT000000004886	MUNCIE RECLAMATION & SPLY	MUNC001	\$	688.90
4/20/2022	EFT000000004887	OMNIPRO	OMNI003	\$	27,181.50
4/20/2022	EFT000000004888	PEOPLE	PEOP001	\$	20.67
4/20/2022	EFT000000004889	CLAYTON POPIK	POPI001	\$	128.00
4/20/2022	EFT000000004890	REDMONDS PARTS & SUPPY INC.	REDM001	\$	863.59
4/20/2022	EFT000000004891	R STRATEGY GROUP	RSTA001	\$	7,500.00
4/20/2022	EFT000000004892	SAFETY-KLEEN	SAFE001	\$	63.46
4/20/2022	EFT000000004893	SILCO	SILC001	\$	549.25
4/20/2022	EFT000000004894	SPEEDIE	SPEE001	\$	3,557.50
4/20/2022	EFT000000004895	STAPLES ADVANTAGE	STAP001	\$	112.41
4/20/2022	EFT000000004896	SUPERIOR SPRING INC	SUPE002	\$	579.68
4/20/2022	EFT000000004897	TESCO	TESC001	\$	2,147.43
4/20/2022	EFT000000004898	WDJQ FM RADIO STATION	WDJQ001	\$	10,000.00
4/20/2022	EFT000000004899	W.W. GRAINGER INC.	WWGR001	\$	1,080.43
4/20/2022	EFT000000004900	YMCA OF CENTRAL STARK COUNTY	YMCA003	\$	2,140.00
4/29/2022	EFT000000004901	ABBOTT ELECTRIC INC	ABBO002	\$	444.57
4/29/2022	EFT000000004902	ABCD INC.	ABCD001	\$	1,000.00
4/29/2022	EFT000000004903	AFSCME	AFSC001	\$	3,963.12



4/29/2022	EFT000000004904	AIR PRODUCTS AND CHEMICALS INC	AIRP002	\$	24,110.74
4/29/2022	EFT000000004905	AMERICAN FOOD & VENDING	AMER029	\$	77.40
4/29/2022	EFT000000004906	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	\$	957.67
4/29/2022	EFT000000004907	AVAIL TECHNOLOGIES	AVAI001	\$	68,292.76
4/29/2022	EFT000000004908	BUCKHILL FABRICATING INC	BUCK004	\$	235.00
4/29/2022	EFT000000004909	CANTON PEST CONTROL	CANT023	\$	84.00
4/29/2022	EFT000000004910	CANTON POLICE PATROLMENS	CANT026	\$	4,351.00
4/29/2022	EFT000000004911	CANTON TOWING	CANT059	\$	770.00
4/29/2022	EFT000000004912	CINTAS	CINT001	\$	1,481.25
4/29/2022	EFT000000004913	CITIZENS FOR SARTA	COMM001	\$	203.00
4/29/2022	EFT000000004914	KIRT CONRAD	CONR001	\$	237.00
4/29/2022	EFT000000004915	CREATIVE BUS SALES	CREA003	\$	535.65
4/29/2022	EFT000000004916	DON SMITH AUTO PARTS	DONS001	\$	1,244.38
4/29/2022	EFT000000004917	EVERHART GLASS CO.	EVER001	\$	813.00
4/29/2022	EFT000000004918	FINGER LAKES SYSTEM CHEMSITRY	FING001	\$	712.80
4/29/2022	EFT000000004919	MARK FINNICUM	FINN001	\$	128.00
4/29/2022	EFT000000004920	MONNA FRANKOVITS	FRAN005	\$	3,316.50
4/29/2022	EFT000000004921	GENFARE A DIVISION OF SPX CORP	GFI 001	\$	516.00
4/29/2022	EFT000000004922	GILLIG LLC	GILL001	\$	4,223.52
4/29/2022	EFT000000004923	GLADIUEX ENEGY	GLAD001	\$	22,283.99
4/29/2022	EFT000000004924	GRAPHIC ENTERPRISES INC	GRAP001	\$	737.42
4/29/2022	EFT000000004925	HEAVY LIFT SYSTEMS INC.	HEAV001	\$	18,097.00
4/29/2022	EFT000000004926	HERBS TRANSMISSION	HERB002	\$	7,950.00
4/29/2022	EFT000000004927	J. P. BOYLAN CO. & SONS	JPBO001	\$	350.00
4/29/2022	EFT000000004928	MCMASTER - CARR	MCMA001	\$	130.65
4/29/2022	EFT000000004929	M CONLEY	MCON001	\$	76.99
4/29/2022	EFT000000004930	MEDICAID BILLING SOLUTIONS INC	MEDI004	\$	400.00
4/29/2022	EFT000000004931	METRO CLEVELAND SECURITY INC	METR006	\$	3,637.50
4/29/2022	EFT000000004932	MOHAWK MFG. & SUPPLY CO.	MOHA001	\$	580.04
4/29/2022	EFT000000004933	MICHAEL MOUSER	MOUS002	\$	345.00
4/29/2022	EFT000000004934	MUNCIE RECLAMATION & SPLY	MUNC001	\$	2,534.13
4/29/2022	EFT000000004935	PEOPLE	PEOP001	\$	20.67
4/29/2022	EFT000000004936	NINA PHILIPS	PHIL002	\$	147.20
4/29/2022	EFT000000004937	REDMONDS PARTS & SUPPY INC.	REDM001	\$	2,970.09
4/29/2022	EFT000000004938	SEON	SEON001	\$	8,296.00
4/29/2022	EFT000000004939	SILCO	SILC001	\$	1,079.73
4/29/2022	EFT000000004940	STANLEY MILLER CONSTRUCT	STAN002	\$	33,589.76

4/29/2022 EFT000000004941	TESCO	TESC001	\$	3,808.65
4/29/2022 EFT000000004942	W.W. GRAINGER INC.	WWGR001	\$	97.63
4/29/2022 EFT000000004943	ZIEGLERS BOLT NUT HOUSE	ZIEG002	\$	104.92



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
PM	FEDERAL	FY18 UTP PM	OH-2018-006-00	80%	2018	\$ 326,546.00	\$ (326,546.00)	\$ -
BUSES	FEDERAL	DERG 40' Hydrogen Bus	OH-2018-006-00	80%	2018	\$ 1,079,920.00	\$ (1,079,920.00)	\$ -
BUSES	FEDERAL	DERG 30' CNG Bus 470	OH-2018-006-00	80%	2018	\$ 388,554.00	\$ (376,666.00)	\$ 11,888.00
						<b>\$ 1,795,020.00</b>	<b>\$ (1,783,132.00)</b>	<b>\$ 11,888.00</b>
BUSES	FEDERAL	LoNo 40' Hydrogen Bus	OH-2018-007-00	85%	2018	\$ 1,511,000.00	\$ (1,429,952.00)	\$ 81,048.00
CAPITAL	FEDERAL	LoNo 4 SARTA Data Biodigestor	OH-2018-007-00	80%	2018	\$ 100,000.00	\$ (54,507.00)	\$ 45,493.00
PASS THRU	FEDERAL	LoNo 4 CalStart Data	OH-2018-007-00	80%	2018	\$ 139,000.00	\$ (166,411.00)	\$ (27,411.00)
						<b>\$ 1,750,000.00</b>	<b>\$ (1,650,870.00)</b>	<b>\$ 99,130.00</b>
BUSES	STATE	FY18 OTPPP <30' Hydro Buses	OH-2018-017-00	80%	2018	\$ 610,022.00	\$ (610,022.00)	\$ -
PM	STATE	FY18 OTPPP PM	OH-2018-017-00	80%	2018	\$ 1,326,805.00	\$ (1,326,805.00)	\$ -
IT	STATE	FY18 OTPPP Fareboxes	OH-2018-017-00	80%	2018	\$ 1,763,428.00	\$ (1,709,933.00)	\$ 53,495.00
						<b>\$ 3,700,255.00</b>	<b>\$ (3,646,760.00)</b>	<b>\$ 53,495.00</b>
BUSES	EPA	FY18 AFV 30' CNG Buses 470	A18S-008	100%	2018	\$ 25,000.00	\$ -	\$ 25,000.00
BUSES	EPA	AFV 40' CNG Bus 976	A18S-008	100%	2019	\$ 25,000.00	\$ (25,000.00)	\$ -
						<b>\$ 50,000.00</b>	<b>\$ (25,000.00)</b>	<b>\$ 25,000.00</b>
BUSES	FEDERAL	FY18 5339 Bus and Bus Facility Vehicle Rehab	OH-2018-029-00	80%	2018	\$ 119,972.00	\$ (118,440.00)	\$ 1,532.00
BUSES	FEDERAL	FY18 5339 Bus and Bus Facility Transit Rehab	OH-2018-029-00	80%	2018	\$ 100,000.00	\$ (100,000.00)	\$ -
CAPITAL	FEDERAL	FY18 5339 Bus Wash	OH-2018-029-00	80%	2018	\$ 200,000.00	\$ (200,000.00)	\$ -
CAPITAL	FEDERAL	FY18 5339 TAM Plan Implementation	OH-2018-029-00	80%	2018	\$ 5,000.00	\$ (5,000.00)	\$ -
MAINT	FEDERAL	FY18 5339 Purchase Shop Equipment	OH-2018-029-00	80%	2018	\$ 119,000.00	\$ (119,000.00)	\$ -
						<b>\$ 543,972.00</b>	<b>\$ (542,440.00)</b>	<b>\$ 1,532.00</b>
5310	FEDERAL	FY18 5310 SARTA Admin	OH-2018-030-00	100%	2018	\$ 29,811.00	\$ (3,380.00)	\$ 26,431.00
5310	FEDERAL	FY18 5310 SCATS Admin	OH-2018-030-00	100%	2018	\$ -	\$ -	\$ -
5310	FEDERAL	FY18 5310 Mercy Op	OH-2018-030-00	50%	2018	\$ 33,197.00	\$ (37,278.00)	\$ (4,081.00)
5310	FEDERAL	FY18 5310 ABCD Op	OH-2018-030-00	50%	2018	\$ 51,564.00	\$ (51,564.00)	\$ -
5310	FEDERAL	FY18 5310 ABCD Cap	OH-2018-030-00	80%	2018	\$ 63,950.00	\$ (63,950.00)	\$ -
5310	FEDERAL	FY18 5310 TWI Cap	OH-2018-030-00	80%	2018	\$ 56,606.00	\$ (56,606.00)	\$ -
5310	FEDERAL	FY18 5310 TWI Op	OH-2018-030-00	50%	2018	\$ 26,637.00	\$ (26,637.00)	\$ -
5310	FEDERAL	FY18 5310 JRC Cap	OH-2018-030-00	80%	2018	\$ 36,375.00	\$ (36,375.00)	\$ -
						<b>\$ 298,140.00</b>	<b>\$ (275,790.00)</b>	<b>\$ 22,350.00</b>
BUSES	FEDERAL	FY19 5339 CNG Para	OH-2019-032-00	80%	2019	\$ 408,948.00	\$ (169,600.00)	\$ 239,348.00
BUSES	FEDERAL	FY19 5339 Fuel Monitoring	OH-2019-032-00	80%	2019	\$ -	\$ -	\$ -
BUSES	FEDERAL	FY19 5339 Support Vehicles	OH-2019-032-00	80%	2019	\$ 73,761.00	\$ (73,761.00)	\$ -
						<b>\$ 482,709.00</b>	<b>\$ (243,361.00)</b>	<b>\$ 239,348.00</b>
CAPITAL	FEDERAL	FY19 5307 Microgrid	OH-2019-033-00	80%	2019	\$ -	\$ -	\$ -
OP	FEDERAL	FY19 5307 Op Expense	OH-2019-033-00	50%	2019	\$ 800,000.00	\$ (800,000.00)	\$ -
PM	FEDERAL	FY19 5307 P Maint	OH-2019-033-00	80%	2019	\$ 1,802,889.00	\$ (1,802,889.00)	\$ -
CAPITAL	FEDERAL	FY19 5307 ADA Reimb	OH-2019-033-00	80%	2019	\$ 280,000.00	\$ (280,000.00)	\$ -
SECURITY	FEDERAL	FY19 5307 Security	OH-2019-033-00	80%	2019	\$ 36,000.00	\$ (10,280.00)	\$ 25,720.00



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
TRANSIT ENH	FEDERAL	FY19 5307 T Enhancements	OH-2019-033-00	80%	2019	\$ 36,000.00	\$ (36,000.00)	\$ -
BUILDING	FEDERAL	FY19 5307 R&D Building	OH-2019-033-00	80%	2019	\$ 345,785.00	\$ (345,785.00)	\$ -
IT	FEDERAL	FY19 5307 Website Upgrade	OH-2019-033-00	80%	2019	\$ 80,000.00	\$ (62,738.00)	\$ 17,262.00
MM	FEDERAL	FY19 5307 M Mobility	OH-2019-033-00	80%	2019	\$ 280,000.00	\$ (129,793.00)	\$ 150,207.00
IT	FEDERAL	FY19 5307 IT Hardware	OH-2019-033-00	80%	2019	\$ 56,000.00	\$ (56,087.00)	\$ (87.00)
IT	FEDERAL	FY19 5307 IT Software	OH-2019-033-00	80%	2019	\$ 48,000.00	\$ (48,800.00)	\$ (800.00)
BUSES	FEDERAL	FY19 5307 <30ft Para Transits	OH-2019-033-00	80%	2019	\$ 169,600.00	\$ -	\$ 169,600.00
						<b>\$ 3,934,274.00</b>	<b>\$ (3,572,372.00)</b>	<b>\$ 361,902.00</b>
PM	STATE	FY19 OTPPP PM	OH-2020-002-00	80%	2019	\$ 1,326,805.00	\$ (1,326,805.00)	\$ -
CAPITAL	STATE	FY19 OTPPP GW Lighting	OH-2020-002-00	80%	2019	\$ 226,160.00	\$ (190,460.00)	\$ 35,700.00
CAPITAL	STATE	FY19 OTPPP Garage Doors 7,9,10	OH-2020-002-00	80%	2019	\$ 18,400.00	\$ (18,400.00)	\$ -
FAREBOXES	STATE	FY19 OTPPP NEO Modems Fareboxes	OH-2020-002-00	80%	2019	\$ 171,630.00	\$ (171,630.00)	\$ -
BUSES	STATE	DERG 40' CNG Bus 976	OH-2020-002-00	80%	2019	\$ 369,460.00	\$ (369,460.00)	\$ -
						<b>\$ 2,112,455.00</b>	<b>\$ (2,076,755.00)</b>	<b>\$ 35,700.00</b>
FAREBOXES	STATE	Farebox Local Match	OTPP-0084-GRF-202	100%	2020	\$ 440,857.00	\$ (440,857.00)	\$ -
IMI	STATE	Validators	OTPP-0084-GRF-203	100%	2020	\$ 280,676.00	\$ (143,969.62)	\$ 136,706.38
						<b>\$ 721,533.00</b>	<b>\$ (584,826.62)</b>	<b>\$ 136,706.38</b>
BUSES	FEDERAL	4 CMAQ CNG Buses	OH-2020-011-00	80%	2020	\$ 1,856,000.00	\$ -	\$ 1,856,000.00
HYDRO STATION	FEDERAL	CMAQ Hydrogen Station	OH-2020-011-00	90%	2020	\$ 1,240,000.00	\$ (78,464.00)	\$ 1,161,536.00
						<b>\$ 3,096,000.00</b>	<b>\$ (78,464.00)</b>	<b>\$ 3,017,536.00</b>
BUILDING	FEDERAL	FY20 5307 Building Construction	OH-2020-030-00	80%	2020	\$ 2,264,408.00	\$ (83,052.00)	\$ 2,181,356.00
BUSES	FEDERAL	FY20 5307 Buses 1 35' 2 30'	OH-2020-030-00	80%	2020	\$ 1,200,000.00	\$ -	\$ 1,200,000.00
PM	FEDERAL	FY20 5307 P Maint	OH-2020-030-00	80%	2020	\$ 292,229.00	\$ (288,146.00)	\$ 4,083.00
SECURITY	FEDERAL	FY20 5307 Security	OH-2020-030-00	80%	2020	\$ 36,000.00	\$ (36,000.00)	\$ -
IT	FEDERAL	FY20 5307 IT Hardware	OH-2020-030-00	80%	2020	\$ 20,000.00	\$ (19,018.00)	\$ 982.00
IT	FEDERAL	FY20 5307 IT Software	OH-2020-030-00	80%	2020	\$ 20,000.00	\$ (20,000.00)	\$ -
MM	FEDERAL	FY20 5307 M Mobility	OH-2020-030-00	80%	2020	\$ 200,000.00	\$ -	\$ 200,000.00
						<b>\$ 4,032,637.00</b>	<b>\$ (446,216.00)</b>	<b>\$ 3,586,421.00</b>
IMI	FEDERAL	IMI Research CSU	OH-2020-032-00	100%	2020	\$ 250,000.00	\$ (117,090.00)	\$ 132,910.00
IMI	FEDERAL	IMI Research Masabi	OH-2020-032-00	100%	2020	\$ 622,443.00	\$ (41,288.00)	\$ 581,155.00
IMI	FEDERAL	IMI Research Calstart	OH-2020-032-00	100%	2020	\$ 454,000.00	\$ (204,540.00)	\$ 249,460.00
IMI	FEDERAL	IMI Research TANK	OH-2020-032-00	100%	2020	\$ 148,560.00	\$ (148,560.00)	\$ -
IMI	FEDERAL	IMI Research SORTA	OH-2020-032-00	100%	2020	\$ 150,000.00	\$ (150,000.00)	\$ -
IMI	FEDERAL	IMI Research Laketran	OH-2020-032-00	100%	2020	\$ 7,785.00	\$ (7,785.00)	\$ -
IMI	FEDERAL	IMI Research Medina County	OH-2020-032-00	100%	2020	\$ 8,075.00	\$ (8,075.00)	\$ -
IMI	FEDERAL	IMI Research Sandusky	OH-2020-032-00	100%	2020	\$ 13,534.00	\$ -	\$ 13,534.00
IMI	FEDERAL	IMI Research SEAT	OH-2020-032-00	100%	2020	\$ 13,534.00	\$ (13,534.00)	\$ -
IMI	FEDERAL	IMI Research SARTA	OH-2020-032-00	100%	2020	\$ 102,480.00	\$ -	\$ 102,480.00
IMI	FEDERAL	IMI Research NEORide	OH-2020-032-00	100%	2020	\$ 76,530.00	\$ (60,934.00)	\$ 15,596.00
IMI	FEDERAL	IMI Research Other	OH-2020-032-00	100%	2020	\$ 150,562.00	\$ -	\$ 150,562.00
						<b>\$ 1,997,503.00</b>	<b>\$ (751,806.00)</b>	<b>\$ 1,245,697.00</b>



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
5310	FEDERAL	FY18 5310 SARTA Admin	OH-2020-042-00	100%	2020	\$ 30,368.00	\$ (3,803.00)	\$ 26,565.00
BUSES	FEDERAL	FY18 5310 SARTA <30 Vehicle	OH-2020-042-00	80%	2020	\$ 13,812.00	\$ -	\$ 13,812.00
5310	FEDERAL	FY18 5310 FCC Op	OH-2020-042-00	50%	2020	\$ 27,364.00	\$ -	\$ 27,364.00
5310	FEDERAL	FY18 5310 ABCD Op	OH-2020-042-00	50%	2020	\$ 35,000.00	\$ (30,559.00)	\$ 4,441.00
5310	FEDERAL	FY18 5310 ABCD Cap	OH-2020-042-00	80%	2020	\$ 76,542.00	\$ (61,234.00)	\$ 15,308.00
5310	FEDERAL	FY18 5310 TWI Cap	OH-2020-042-00	80%	2020	\$ 62,968.00	\$ (62,968.00)	\$ -
5310	FEDERAL	FY18 5310 TWI Op	OH-2020-042-00	50%	2020	\$ 27,857.00	\$ (27,857.00)	\$ -
5310	FEDERAL	FY18 5310 JRC Op	OH-2020-042-00	50%	2020	\$ 10,771.00	\$ (5,386.00)	\$ 5,385.00
5310	FEDERAL	FY20 5310 SARTA MM	OH-2020-042-00	50%	2020	\$ 19,000.00	\$ (1,603.00)	\$ 17,397.00
						\$ 303,682.00	\$ (193,410.00)	\$ 110,272.00
BUILDING	FEDERAL	FY20 5339 Bldg Construction	OH-2020-056-00	80%	2020	\$ 962,130.00	\$ (148,918.00)	\$ 813,212.00
						\$ 962,130.00	\$ (148,918.00)	\$ 813,212.00
BUSES	FEDERAL	DERG 6+2 <30' CNG Buses	OH-2021-001-00	80%	2020	\$ 758,035.00	\$ (622,647.00)	\$ 135,388.00
						\$ 758,035.00	\$ (622,647.00)	\$ 135,388.00
BUILDING	STATE	UTP Bldg Construction	TUTP-0084-GRF-211	100%	2021	\$ 598,500.00	\$ (260,490.65)	\$ 338,009.35
						\$ 598,500.00	\$ (260,490.65)	\$ 338,009.35
WAYNE	STATE	OTP2 Wayne Co 5 <30' Vans	OTPP-0084-GRF-214	100%	2021	\$ 550,771.00	\$ -	\$ 550,771.00
						\$ 550,771.00	\$ -	\$ 550,771.00
PLANNING	STATE	OTP2 Branding	OTPP-0084-GRF-211	100%	2021	\$ 531,000.00	\$ (300,403.90)	\$ 230,596.10
BUILDING	STATE	OTP2 Facility Expansion	OTPP-0084-GRF-212	100%	2021	\$ 1,000,000.00	\$ (117,110.58)	\$ 882,889.42
PLANNING	STATE	OTP2 Marketing New Fares	OTPP-0084-GRF-213	100%	2021	\$ 135,000.00	\$ (131,404.00)	\$ 3,596.00
PLANNING	STATE	OTP2 Transit Passes Work & Healthcare	OTPP-0084-GRF-211	100%	2021	\$ 108,000.00	\$ (108,000.00)	\$ -
						\$ 1,774,000.00	\$ (656,918.48)	\$ 1,117,081.52
WAYNE	STATE	5311 Wayne Co Op Exp	RPTF-4084-GRF-211	100%	2021	\$ 1,001,274.00	\$ (405,098.16)	\$ 596,175.84
						\$ 1,001,274.00	\$ (405,098.16)	\$ 596,175.84
5310	FEDERAL	FY21 CRRSSA 5310 Mercy Op	OH-2021-005	100%	2021	\$ 12,000.00	\$ (13,766.00)	\$ (1,766.00)
5310	FEDERAL	FY21 CRRSSA 5310 FCC Op	OH-2021-005	100%	2021	\$ 5,000.00	\$ (5,000.00)	\$ -
5310	FEDERAL	FY21 CRRSSA 5310 ABCD Op	OH-2021-005	100%	2021	\$ 17,693.00	\$ (17,693.00)	\$ -
5310	FEDERAL	FY21 CRRSSA 5310 Foundations Op	OH-2021-005	100%	2021	\$ 3,000.00	\$ -	\$ 3,000.00
5310	FEDERAL	FY21 CRRSSA 5310 TWI Op	OH-2021-005	100%	2021	\$ 12,000.00	\$ (12,000.00)	\$ -
5310	FEDERAL	FY21 CRRSSA 5310 JRC Op	OH-2021-005	100%	2021	\$ 3,000.00	\$ (3,000.00)	\$ -
						\$ 52,693.00	\$ (51,459.00)	\$ 1,234.00
WAYNE	FEDERAL	5339 Wayne Co Buses	084-CARE-21-0200	100%	2021	\$ 365,195.00	\$ -	\$ 365,195.00
						\$ 365,195.00	\$ -	\$ 365,195.00
SECURITY	FEDERAL	FY21 CRRSSA Security	OH-2021-006	100%	2021	\$ 47,040.00	\$ -	\$ 47,040.00
OP	FEDERAL	FY21 CRRSSA Op Exp	OH-2021-006	100%	2021	\$ 4,656,980.00	\$ (1,186,361.00)	\$ 3,470,619.00



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
						\$ 4,704,020.00	\$ (1,186,361.00)	\$ 3,517,659.00
PLANNING	STATE	FY21 Community Immunity Program	GRFV-4084-GRV-210	100%	2021	\$ 226,732.00	\$ (60,246.96)	\$ 166,485.04
						\$ 226,732.00	\$ (60,246.96)	\$ 166,485.04
WAYNE	STATE	FY21 Wayne Co Community Immunity Program	GRFV-4084-GRV-210	100%	2021	\$ 69,133.00	\$ (938.14)	\$ 68,194.86
						\$ 69,133.00	\$ (938.14)	\$ 68,194.86
OP	FEDERAL	FY21 American Rescue Plan	OH-2021-024	100%	2021	\$ 12,261,078.00	\$ -	\$ 12,261,078.00
						\$ 12,261,078.00	\$ -	\$ 12,261,078.00
5310	FEDERAL	OH-2021-023 FY21 ARPA (JRC)	OH-2021-023	100%	2021	\$ 3,000.00	\$ -	\$ 3,000.00
5310	FEDERAL	OH-2021-023 FY21 ARPA ABCD	OH-2021-023	100%	2021	\$ 11,388.00	\$ -	\$ 11,388.00
5310	FEDERAL	OH-2021-023 FY21 ARPA Foundat	OH-2021-023	100%	2021	\$ 3,000.00	\$ -	\$ 3,000.00
5310	FEDERAL	OH-2021-023 FY21 ARPA Mercy	OH-2021-023	100%	2021	\$ 18,947.00	\$ (21,636.00)	\$ (2,689.00)
5310	FEDERAL	OH-2021-023 FY21 ARPA TWI	OH-2021-023	100%	2021	\$ 8,699.00	\$ (8,699.00)	\$ -
5310	FEDERAL	OH-2021-023 FY22 ARPA 5310	OH-2021-023	100%	2021	\$ 7,660.00	\$ -	\$ 7,660.00
						\$ 52,694.00	\$ -	\$ 22,359.00
CNG FACILITY	FEDERAL	FY21 CNG FACILITY	OH-2021-046-00	80%	2021	\$ 2,000,000.00	\$ (422,684.00)	\$ 1,577,316.00
HYDRO STATION	FEDERAL	FY21 5307 HYDRO STATION	OH-2021-046-00	80%	2021	\$ 366,936.00	\$ -	\$ 366,936.00
PM	FEDERAL	FY21 5307 PM	OH-2021-046-00	80%	2021	\$ 1,302,343.00	\$ (130,252.00)	\$ 1,172,091.00
TOOLS	FEDERAL	2021 5307 TOOLS	OH-2021-046-00	80%	2021	\$ 6,000.00	\$ -	\$ 6,000.00
TRANSIT ENH	FEDERAL	FY21 5307 TRANSIT ENHANSMENT	OH-2021-046-00	80%	2021	\$ 45,000.00	\$ -	\$ 45,000.00
IT	FEDERAL	FY21 5307 SOFTWARE	OH-2021-046-00	80%	2021	\$ 244,000.00	\$ (25,900.00)	\$ 218,100.00
IT	FEDERAL	FY21 5307 HARDWARE	OH-2021-046-00	80%	2021	\$ 28,000.00	\$ (19,392.00)	\$ 8,608.00
						\$ 3,992,279.00	\$ (598,228.00)	\$ 3,394,051.00
5310	FEDERAL	FY 21 ABCD BUS REPLACEMENT	OH-2021-036-00	100%	2021	\$ 72,126.00	\$ -	\$ 72,126.00
5310	FEDERAL	FY 21 ABCD OPERATING	OH-2021-036-00	100%	2021	\$ 26,704.00	\$ (19,345.00)	\$ 7,359.00
5310	FEDERAL	FY 2021 FCC BUS REPLACEMENT	OH-2021-036-00	100%	2021	\$ 71,239.00	\$ -	\$ 71,239.00
5310	FEDERAL	FY 2021 FCC OPERATING	OH-2021-036-00	100%	2021	\$ 20,750.00	\$ -	\$ 20,750.00
5310	FEDERAL	FY 21 MERCY OPERATING	OH-2021-036-00	100%	2021	\$ 37,894.00	\$ (3,675.00)	\$ 34,219.00
5310	FEDERAL	FY 21 WORKSHOP BUS EXPANSION	OH-2021-036-00	100%	2021	\$ 66,366.00	\$ -	\$ 66,366.00
5310	FEDERAL	FY 21 WORKSHOP OPERATING	OH-2021-036-00	100%	2021	\$ 12,575.00	\$ (12,575.00)	\$ -
						\$ 307,654.00	\$ (35,595.00)	\$ 272,059.00
HYDRO STATION	STATE	FY22 UTP- Hydrogen Station Tanks	TUTP-0084-GRF-221	100%	2022	\$ 500,000.00	\$ -	\$ 500,000.00
PM	STATE	FY22 UTP- Preventive Maintenance	TUTP-0084-GRF-222	100%	2022	\$ 98,181.00	\$ -	\$ 98,181.00
						\$ 598,181.00	\$ -	\$ 598,181.00
PLANNING	STATE	FY22 OTPP- Employment and Health Passes		100%	2022	\$ 108,000.00	\$ -	\$ 108,000.00
CAPITAL	STATE	FY22 OTPP- Facility Electrical Upgrade		100%	2022	\$ 400,000.00	\$ -	\$ 400,000.00
HYDRO STATION	STATE	FY22 OTPP- Expansion of Hydro Tanks		100%	2022	\$ 1,280,000.00	\$ -	\$ 1,280,000.00
						\$ 1,788,000.00	\$ -	\$ 1,788,000.00



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
BUSES	FEDERAL	FY21 DERG 7 30' CNG Buses		78%	2021	\$ 830,919.18	\$ -	\$ 830,919.18
						\$ 830,919.18	\$ -	\$ 830,919.18
BUSES	FEDERAL	FY22 DERG		80%	2022	\$ 2,000,000.00	\$ -	\$ 2,000,000.00
						\$ 2,000,000.00	\$ -	\$ 2,000,000.00
<b>Active Grants Total:</b>						\$ 57,711,468.18	\$ (19,898,103.01)	\$ 37,783,030.17
<b>Pending Grants Total:</b>						\$ -	\$ -	\$ -
<b>FTA Grand Totals:</b>						\$ 57,711,468.18	\$ (19,898,103.01)	\$ 37,783,030.17

# Development & Special Projects



Clayton Popik, Director



Department of Development & Special Projects

May 25, 2022

Board Report – April 2022

**Massillon Transit Center**

Delivery of the construction documents for the new Massillon Transit Center are due June 10<sup>th</sup>. From there, Omnipro will review them for any concerns to be addressed with Bowen and the project will go to bid sometime in July.

There are no further updates on the Massillon site at this time.

**Gateway Site**

Stanley-Miller completed water line and storm sewer work during the month of April. SARTA and Omnipro continue to work with Dominion on finalizing plans to move the 8" gas line that runs through the site. SARTA executed the easement for the new location and Dominion will begin work once the purchase of the three lots to the northwest of the site has finalized. This gas line creates some conflicts with other work throughout the site and it is imperative it is moved as quickly as possible.

AT&T was also onsite to finalize their plans on relocating the fiber optic feed that comes into the building. This work will relocate a few utility poles located in the back based on the routing of the new driveway. AT&T anticipates finishing this work in May.

The photos below show the site under construction. While most work has been contained to the new property north of the original security fence, some work has been completed on the current site. Schedules were coordinated so there would be little to no impact to the movement of buses travelling to and from route.



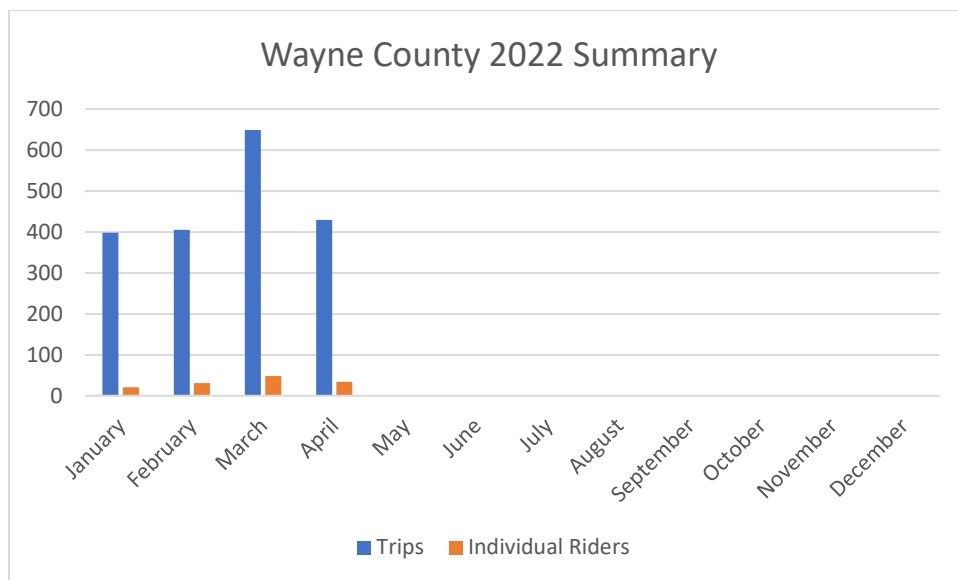


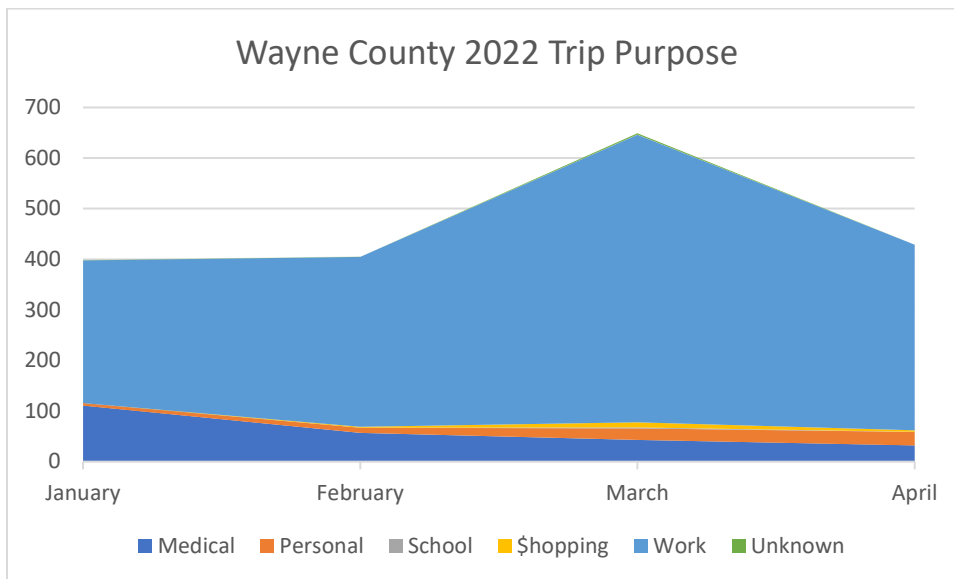
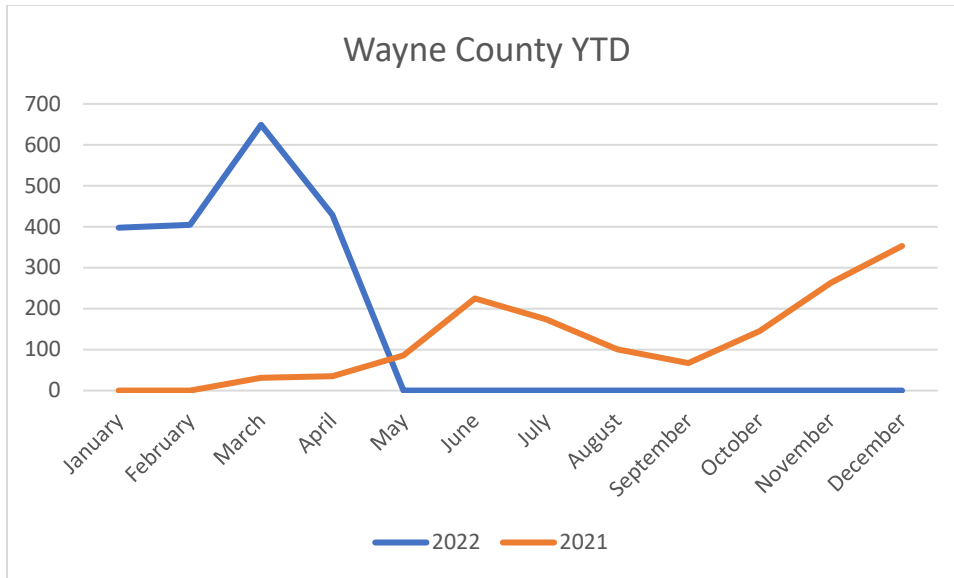
Delivery of the construction documents for the new administration building are due June 24<sup>th</sup>. From there, Omnipro will review them for any concerns and the project will go to bid sometime in July.

Omnipro will also coordinate with Stanley-Miller the relocation of a sanitary sewer line that is conflicting with the expansion of the CNG project.

### Wayne County Transit

We provided a total of 429 trips in March transporting 34 individual riders. These trips consisted of work = 367; medical = 32; shopping = 3; school = 0 and personal = 27. Trips are down for April, and this can be attributed to the end of the free work rides that CAW/M was providing. The charts below illustrate the ridership trends for WCT.





Three new vans will arrive in May for use in Wayne County. These vans will display the WCT logo on them just as the four minivans do that were purchased in January.

There are leftover Community Immunity funds that the state would like SARTA to expend for Wayne County. This money will be put towards medical trips for riders booking rides to medical facilities and supply stores as well as pharmacies. These medical trips will be tracked each month and the money applied to the cost of the ride until it is spent down. This program will begin on June 1<sup>st</sup>.

## **Streetcar**

WSP spent a day in April here discussing the study area and current bus alignment with SARTA staff. This discussion generated ideas on how to create passing areas for streetcars, alignment at Cornerstone, location of stops/stations, and location of a maintenance facility. The WSP team then went to visit these areas in the field and reported back to SARTA staff that afternoon on their findings which will be incorporated into their overall report on the feasibility of this project. The next steering committee meeting will be held later in May and public meetings scheduled for mid-June.

## **Zero-Emission Transition Plan**

Due to the passing of the Bipartisan Infrastructure law, the FTA has released new requirements for their Low or No Emissions (5339(c)) and Bus and Bus Facilities (5339(b)) programs. This requirement is that a plan be written and titled, Zero-Emission Transition Plan. This plan will be written and brought before this board for final approval prior to submission to the FTA through our application for the Low or No Emission Program due on May 31<sup>st</sup>. This plan documents past, current, and future initiatives that SARTA has taken and will take to achieve net-zero and zero-emission goals for not only the fleet, but facilities too. The requirements of this plan were outlined in a December 2021 "Dear Colleague" letter issued by the FTA. There were six (6) criteria outlined that SARTA was to address in the plan – Fleet Management, Availability of Resources, Policy & Legislative Impacts, Facilities, Partnerships, and Workforce. More information on this new requirement can be found on the FTA's website at [Zero-Emission Fleet Transition Plan | FTA \(dot.gov\)](#)

## **Miscellaneous**

I attended the 2022 APTA Mobility Conference in Columbus viewing several sessions that touched on the topics of green fleets and multi-modal transportation. It was nice to hear what communities are doing across the country to make transit more accessible to their riders and implementing amenities at bus stops and rail stations that address first mile/last mile problems. It was also helpful to hear and see what other transits are doing for their fleet transition plans as we were in the midst of writing our plan for the FTA. What I saw and heard helped affirm that we are on the right path in moving this organization forward as a sustainable transit agency. Another benefit of this conference was being able to get out and network in-person after not having had the opportunity to do so over the last two years during the pandemic.

# Customer Relations



Latrice Virola, Director

## April 2022

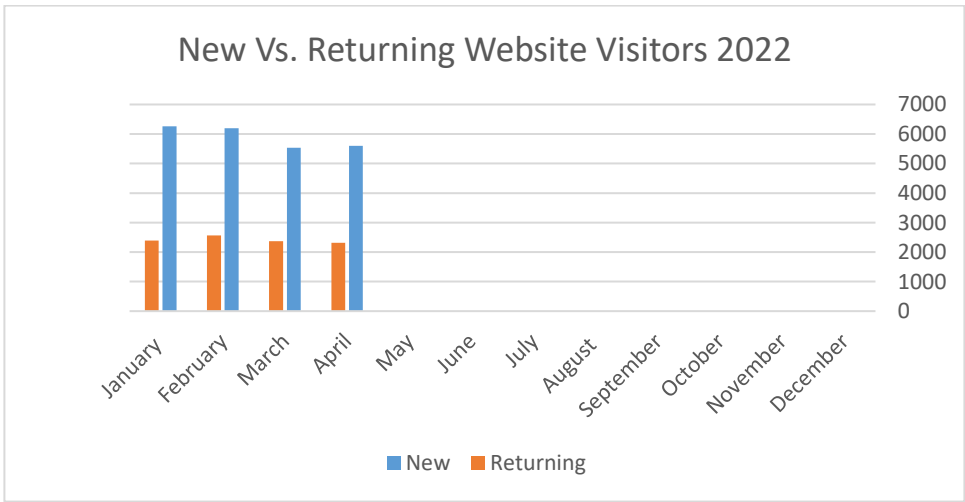
### Marketing & Public Outreach

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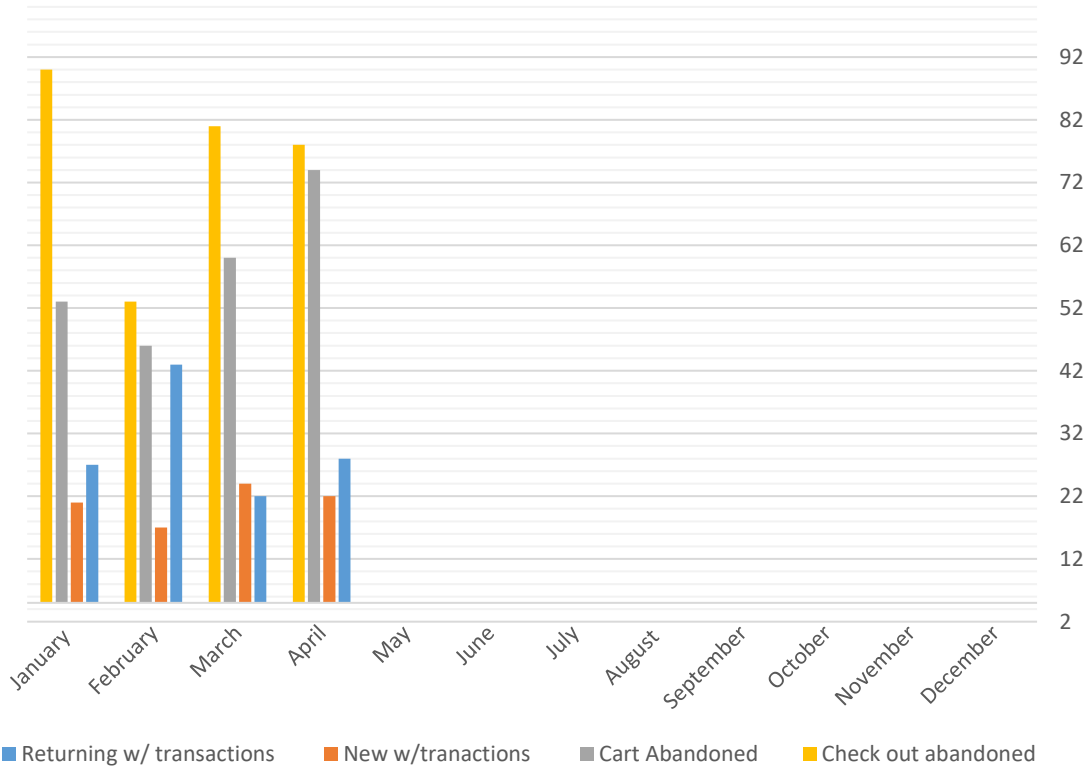
- SARTABuzz
  - 1 Messages
  - 8 New Subscriber
- EZFare Sales:
  - One-Way: \$539.25
  - Passes: \$9,543
  - Mixed: \$5.50
  - Pass Count:
    - All Day – 1487
    - Cleveland – 12
    - Proline – 223
    - Proline 31-Day – 20
    - Regular 31-Day – 85
    - Wayne Co. - 4
- Social Media Activity:
  - Facebook
    - 4,337 likes to our page
    - 4,638 followers to our page
    - 16 new likes
    - 29 posts
    - 4 check ins
    - 174,598 monthly reach
    - 172,306 Daily total Impressions
    - 4 videos posted
    - 5,062 Daily Video Views
    - 2,057 Monthly Video Clicks
    - 2,084 Monthly Video Re-Plays
  - Twitter
    - 919 followers
    - 3 re-tweets
    - 8 likes
    - 14 Link clicks
    - 5,076 impressions
    - 31 tweets
    - 14 mentions
    - 1,492 profile visits
    - 10 media engagements
  - Instagram

- 703 total followers
- 10 new followers
- 18 images
- 184 image/video likes
- LinkedIn
  - 639 total followers
  - 1224 impressions
  - 10 new followers
- YouTube
  - 131 subscribers
  - 0 shares
  - 810 total views to page
  - 0 minutes watched

- SARTA Website Activity

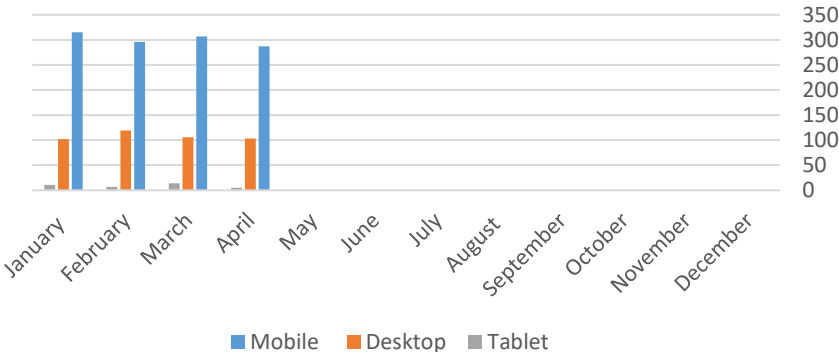


### Pass/Ticket Activity 2022



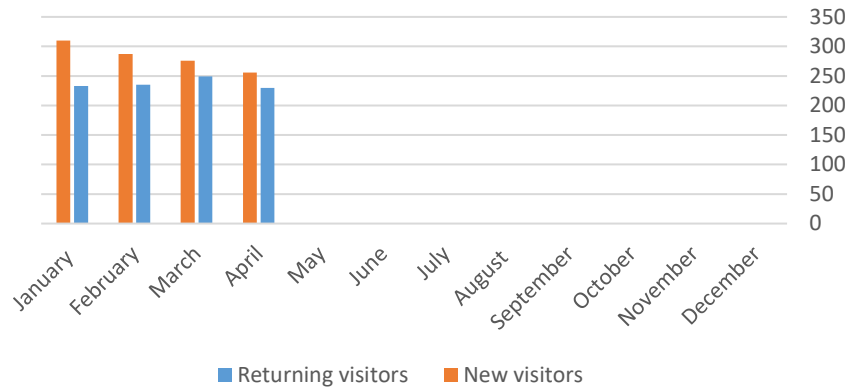
### SARTA PinPoint App

### Device Used to Access PinPoint 2022

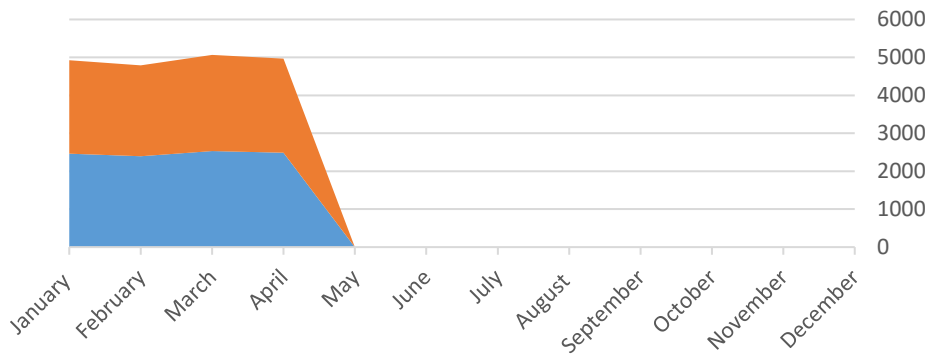




### Returning vs. New PinPoint Users 2022



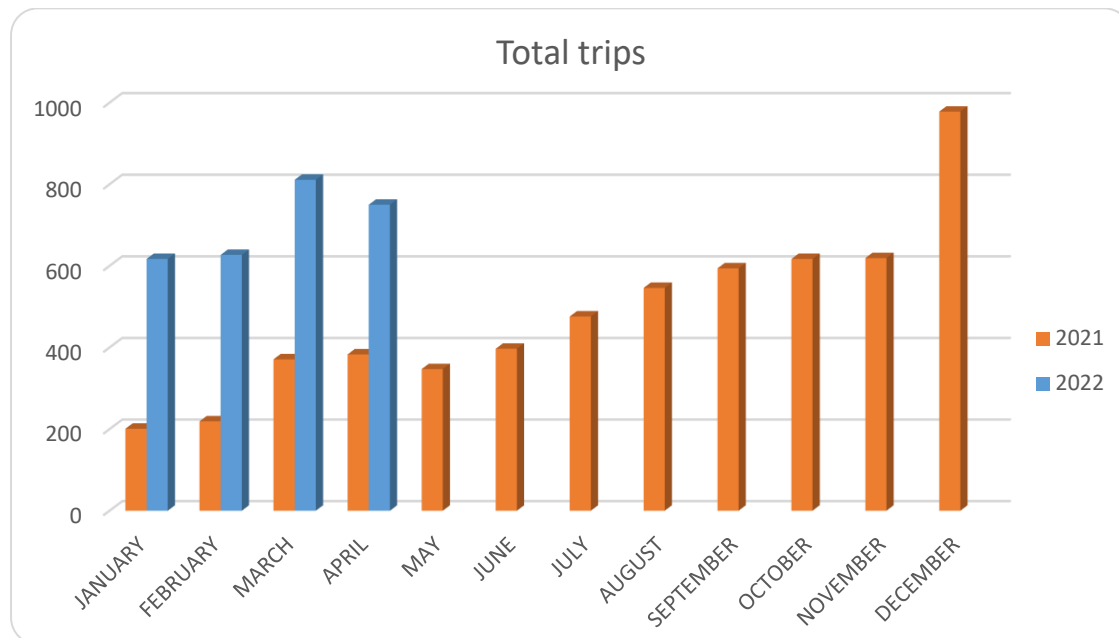
### PinPoint Site Visit Per Month in 2022



## Transportation Contracts

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The numbers for contract trips have significantly increased over this time last year, we are starting to return to pre-COVID numbers. We signed another year agreement with JRC.



## Community Outreach & Training

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In the month of April, our Outreach Specialists have been working to get information out to the public about updates related to operations. Some of the things that have been done are:

- Community Outreach
  - Stuff the Bus 2022- Akron Canton Foodbank (Canton Location)
  - North Canton Senior Showcase- North Canton Civic Center
  - Travel Training/Proline Training- Pathway Caring for Children, CTCC, and the Inn at University Village
  - Wheelchair Assessments- Stark and Wayne Counties
- Social Media Post and Web Updates
  - Route Detours
  - Vaccination Proof for Pass
  - Informational Meeting for upcoming changes for Massillon Routes
- Answering questions via the phone about using SARTA services

# Information Technology



Craig Smith, Director



PROJECT REPORT

April 2022

PROJECT NAME	PURPOSE	PHASE	EST. COST	% COMPLETE
<b>SARTA Revenue Fleet Farebox Replacement &amp; Upgrade Project</b>	SARTA's fare collection equipment is over 14 years old and must be replaced. SARTA is seeking an adequate replacement.	Active	\$2,204,285	94%
<b>Installation of JRV Validators for EZFare</b>	SARTA will begin outfitting their revenue fleet with JRV validators that will authenticate SARTA riders who use the EZFare app for bus fare. Currently, riders show their phone to drivers for visual validation.	Active	\$165,000	10%
<b>SARTA Website Redesign</b>	The website design will incorporate robust and dependable functionality that aligns with SARTA's brand and mission while providing an enjoyable user experience and overall usability.	Active	\$100,000	92%
<b>Trapeze PASS V18 Upgrade Project</b>	Trapeze PASS will be upgraded in order to take advantage of the new features and options available that will help SARTA's paratransit.	Active	\$5,000	76%

## SARTA Revenue Fleet Farebox Replacement & Upgrade Project

**Project Description and Scope:** SARTA is currently using an older GFI fare collection system which has reached the end of its useful life. SARTA relies heavily on this system for not only fare collection, but also as the primary method of reporting ridership and transaction data. The main objective of this project is to completely replace the current system with a reliable, cash-processing fare collection system.

The current fare payment and collection system utilized by SARTA is built around the Genfare Odyssey farebox system and Ticket Reading and Issuing Machine (TRiM) units that issue and read a variety of magnetic barcode fares and transfers, as well as, accepts cash and coin. The current system is 14 years old and will need to be replaced in the near future. SARTA is exploring opportunities to not only replace the existing system, but to also expand options for making payments by means other than cash.

<b>Project Approval:</b>	February 2019	<b>Project Manager:</b>	Craig Smith
<b>Estimated Project Cost:</b>	\$2,204,285	(Est. planning, execution, close-out)	
<b>Est. 3 Future Yrs. Operational Cost:</b>	TBD		
<b>Execution Project Cost:</b>	\$2,204,285	<b>Execution Cost to Date:</b>	\$1,562,215.92
<b>Execution Start:</b>	7/18/2019	<b>Execution End:</b>	7/1/2022
<b>Funding Source for Project Cost</b>		<b>Vendor(s)</b>	
Federal award	80%	Genfare	(\$1,562,215.92)
• FY18 OTPPP	\$1,763,428	IBI Group	(\$66,568.91)
Local match	20%		
• Dedicated sales tax rev	\$ 440,857		

**Project Status:** This SARTA Revenue Fleet Farebox Replacement project is composed of multiple phases.

Phase 1: consisted of replacing the Odyssey fareboxes with the new Fast Fare fareboxes. Along with the fareboxes all associated production garage computer equipment [probe, test unit, network manager, and fare collection vault] was also replaced. After an initial, successful pilot of twelve (12) buses, the remaining buses were installed with the new Fast Fare fareboxes and Phase 1 was completed on May 30, 2020.

Phase 2: consists of setting up the ticket vending machine (TVM). The TVM will be located at the Cornerstone Transit Center. The TVM will be configured and setup to sell and reload the new SARTA fare media. When the Ticket Vending Machine (TVM) goes into production, Phase 2 will be complete.

Phase 3: includes Smart Card branding, configuration, setup and implementation of Administrative Point-of-Sale (APOS) / Retail-Point-of-Sale (RPOS) equipment. The APOS is a touch screen computer with built-in receipt printer that will simplify SARTA customer support representative's task of selling or encoding smart cards at SARTA transit centers. SARTA APOS also includes a smart card printer and camera that will allow the rider to have their picture on their smart card. RPOS is a terminal in which customers may make purchases or add value to their existing smart card at a retail location that SARTA partners with, such as grocery stores or local banks. Phase 3 also, includes establishing Genfare Link and completing testing. Phase 3 will end when Genfare Link goes live with new configuration that will be decided upon given SARTA's model and is accepted by SARTA.

## SARTA Revenue Fleet Farebox Replacement & Upgrade Project (cont'd)

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Currently, we are finalizing the User Acceptance Testing (UAT) and will begin to move into the pilot/production phase. There are various intricate issues that are being addressed with regards to TVM, fare structure, and financial reporting. We have received all of the SCORE Cards and are awaiting the arrival of the Limited Use Cards that are on back order due to supply chain issues. The expected date is in April 2022. Also, after including the new Wayne County fare into the fare structure, User Acceptance Testing was push out further to accommodate testing of that particular fareset. Therefore, SARTA is enter into pilot/production by April 2022.

## Installation of JRV Validators for EZFare

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**Project Description and Scope:** SARTA will begin outfitting their revenue fleet with JRV validators that will authenticate SARTA riders who use the EZFare app for bus fare. Currently, riders show their phone to drivers for visual validation in order to board the bus. This process is tedious and can lead to riders boarding with 'faked' fare, such as screen shot image or a screen recording of an old EZFare QR code.

After the JRV validators are installed, the rider will place their smartphone up to the validator's bar code scanner and it will authenticate the rider's fare and announce with a loud audio beep and a green check mark for OK, or a loud buzz and red X for Not OK. The JRV Validator will only allow those fares that are current and valid to work, thus alleviating the risk of any 'faked' or phony EZFare QR Codes.

<b>Project Approval:</b>	June 14, 2021	<b>Project Manager:</b>	Craig Smith
<b>Estimated Project Cost:</b>	\$165,000.00	(Est. planning, execution, close-out)	
<b>Est. 3 Future Yrs. Operational Cost:</b>			
<b>Execution Project Cost:</b>	\$165,000.00	<b>Execution Cost to Date:</b>	\$141,369.00
<b>Execution Start:</b>	1/14/2022	<b>Execution End:</b>	08/02/2022
<b><u>Funding Source for Project Cost</u></b>		<b><u>Vendor(s)</u></b>	
Federal award	100%	Masabi	\$137,000.00
Local match	0%	Morrison Custom Welding	\$4,369.00

**Project Status:** After completing the Remote Site Survey, SARTA received the JRV Validators from Masabi. SARTA has received the hardware to which the validators will be affixed to. 5. Masabi JRV installation will start now that the last of the installation materials have arrived. We have chosen the buses for the pilot, currently separating parts for the install of the buses – 1295, 1401, 1505, 1606, all Gillig buses. All materials have been received as of Friday, May 13.

## SARTA Website Redesign

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**Project Description and Scope:** SARTA is seeking to redesign its website. The website design will incorporate robust and dependable functionality that aligns with SARTA’s brand and mission while providing an enjoyable user experience and overall usability.

The goals of the project are to provide SARTA with a vibrant, informative, intuitive, and accessible website to enhance the agency’s online presence, information, and public relations capabilities. A primary objective of the redesign is to ensure a consistent look and feel throughout the site enhancing the user’s experience.

<b>Project Approval:</b>	May 27, 2020	<b>Project Manager:</b>	Craig Smith
<b>Estimated Project Cost:</b>	\$102,707.50	(Est. planning, execution, close-out)	
<b>Est. 3 Future Yrs. Operational Cost:</b>			
<b>Execution Project Cost:</b>	\$102,707.50	<b>Execution Cost to Date:</b>	\$ 74,717.50
<b>Execution Start:</b>	10/5/2020	<b>Execution End:</b>	4/20/2022
<b><u>Funding Source for Project Cost</u></b>		<b><u>Vendor(s)</u></b>	
Federal award	80%	Planeteria Media, Inc.	
Local match	20%		

**Project Status:** SARTA has completed its kickoff meeting with Planeteria Media. We have been reviewing and evaluating the work of Planeteria as the website is being produced. SARTA has reviewed and gave feedback on the outline, mood board and wireframes of the website so far. We have the design of the website and have given feedback. SARTA has completed the information exchange with Planeteria Media and examined the functionality of the website.

We are working on revising the photos for the website in order to improve the look and feel of the new website prior to its launch. SARTA worked with a professional photographer which captured a realistic and authentic view of what and how SARTA employees provide service internally and externally on a daily basis. The website is due to launch in mid May 2022.



## Trapeze PASS Version 18 Upgrade Project

**Project Description and Scope:** SARTA utilizes the software package Trapeze PASS for its paratransit and demand response scheduling. This software is critical for many of SARTA operations such as, client management, ride scheduling and efficiency. SARTA has used this software to minimize operating costs and providing excellent, responsive service. It is also the platform that allows SARTA to provide online trip booking, real-time scheduling and service dispatching.

Currently, SARTA is uses Trapeze PASS version 14. It is time to upgrade to version 18 to take advantage of many of the new features that are available with this version. There are also other packages that SARTA has through Trapeze that will benefit from this upgrade.

- o **-IVR:** provides automatic previous day reminder calls, as well as, automatic imminent arrival calls to clients to inform them of when their bus will be on the way. Also, allows clients to book trips, confirm or cancel trips over the telephone. **COMPLETE – 11/2/2021**
- o **-WEB:** allows clients to book trips, confirm or cancel trips all online using a smart phone tablet or computer. SARTA is upgrading to the new G3 platform. **COMPLETE – 11/2/2021**
- o **-SUS:** keeps track of no shows, late cancels and cancel-at-the-door in order to assign proper suspension if necessary.
- o **-MON:** allows SARTA dispatch to send manifest data, such as client name, pickup/drop off information, time, etc... to the on-board mobile data terminal.
- o **-APPS:** This is a brand new module that SARTA is piloting for a Microtransit evaluation.

<b>Project Approval:</b>	9/25/2019	<b>Project Manager:</b>	Craig Smith
<b>Estimated Project Cost:</b>	\$5,000	(Est. planning, execution, close-out)	
<b>Est. 3 Future Yrs. Operational Cost:</b>			
<b>Execution Project Cost:</b>	\$0.00	<b>Execution Cost to Date:</b>	\$0.00
<b>Execution Start:</b>	10/1/2019	<b>Execution End:</b>	TBD
<b><u>Funding Source for Project Cost</u></b>		<b><u>Vendor(s)</u></b>	
Federal award	80%	Trapeze Group – Software vendor	
Local match	20%		

**Project Status:** This project is has begun and all needed servers and equipment is in place. SARTA IT has been working with Trapeze Group for the past several months to complete the upgrade of several Trapeze modules that were due. SARTA IT has been working with Trapeze by upgrading the map to incorporate more counties to accommodate SARTA's growing service area. Currently, we have the new map in our test environment and are testing the map for accuracy and functionality. The upgraded map includes Cuyahoga, Summit, Stark, and Wayne counties.

# Human Resources



Tammy Marie Brown  
Director

# Human Resources

As of April 30, 2022

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## New Hires and Promotions

Position	Employee
General Accounting Manager	Jillian Carpenter
CDL Coach Operator	Lumari Bickley
CDL Coach Operator	Lynda Wickline
Non-CDL Coach Operator	Timothy Tilley
Non-CDL Coach Operator	Randy Frederick
Non-CDL Coach Operator	Larry Thompson
Non-CDL Coach Operator	Todd Carson
Non-CDL Coach Operator	James Hendricks
Non-CDL Coach Operator	Jose Matos
Non-CDL Coach Operator	Ricky Shundry Jr.
Human Resources Administrator	Sheila Gines

## Resignations, Terminations, and Probation Releases

Changes in Personnel		
Resignation	Termination	Released from probation
1	0	0

## Retirements

Employee	Years of Service
April Conley	8 Years

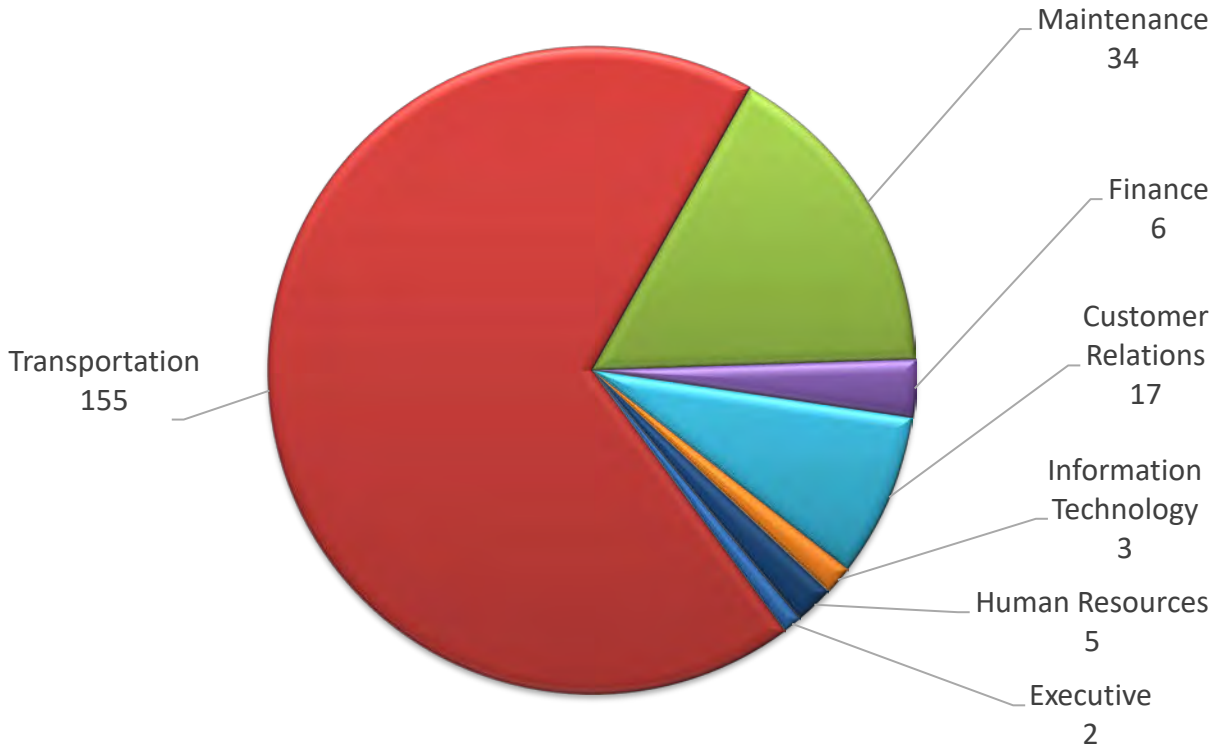
## Current Openings

Position	Status
Building and Grounds Technician	Orientation June 2022
Maintenance Technician C	Currently Interviewing
Service Technician	Orientation May 2022
Maintenance Technician C	Orientation June 2022
Training Specialist	Currently Interviewing

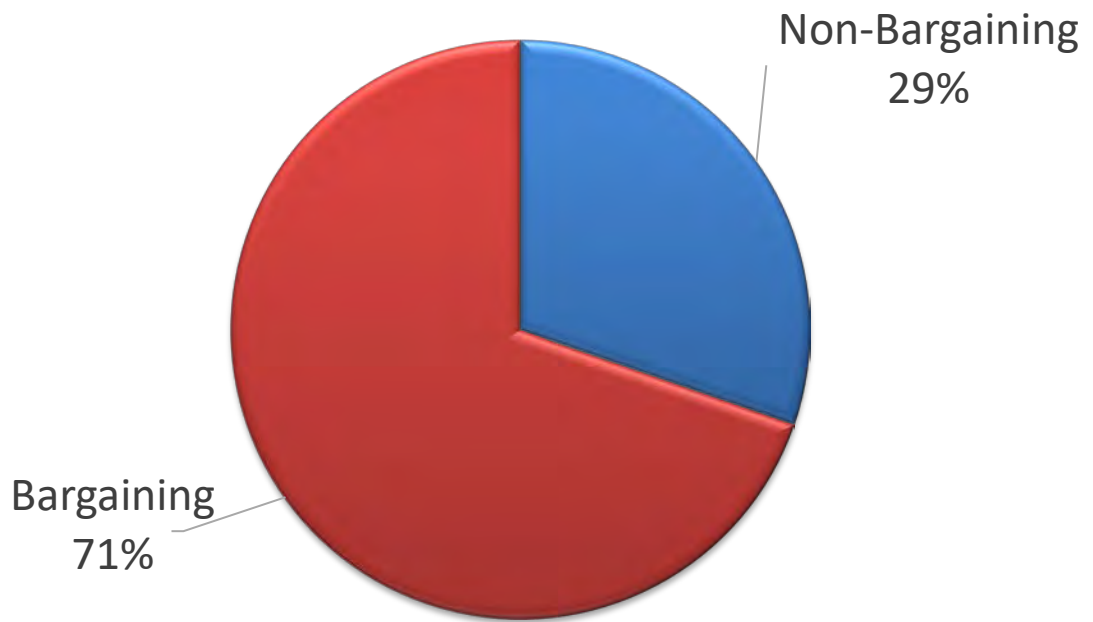
## Current Staffing

Employees			
Department	Non Bargaining	Bargaining	Total
Executive	2	0	2
Transportation	20	135	155
Maintenance	10	24	34
Finance	7	0	7
Customer Relations	17	0	17
Information Technology	3	0	3
Human Resources	5	0	5
<b>Total</b>	<b>64</b>	<b>159</b>	<b>223</b>

### Workforce Breakdown



### Workforce Breakdown



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## FMLA / Short Term Disability

FMLA/Continuous Leave/Light Duty

- 1 on light duty
- 5 employees on FMLA continuous leave
- 11 employees on FMLA intermittent leave
- 5 employees on Short Term Disability

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## General Human Resources' Functions

- We had 14 team members join NOOM this month, committing to a healthier lifestyle.
- We participated in a Junior Achievement event with Canton City Schools. We held mock interviews to help prepare local high school students to enter the work force. We also held a "Working Lunch" hour during the day to show how to network in a professional setting.
- Work continues for additional modules in UKG for Talent Acquisition and Leave of Absence.
- HR will begin mid-year reviews for administrative employees.

# For Your Information



NEWS

## Charge electric vehicles free at SARTA's Belden Village Transit Center

The Repository

Published 4:12 p.m. ET April 19, 2022

CANTON – The Stark Area Regional Transit Authority has added a state-of-the-art electric vehicle charging station at SARTA's Belden Village Transit Center.

There is no charge for using the ChargePoint Level 2 station, which is capable of charging two vehicles at a time in four to five hours. A \$15,000 EPA grant was used to fund the station, which went online March 1.

“In addition to being a perfect fit with our sustainability efforts, the charging station will give us the opportunity to attract new riders,” SARTA CEO Kirt Conrad said.

“EV owners can pull in, plug in, and then hop on one of our hydrogen fuel cell or CNG-powered buses and take a short ride to the Belden Village Mall, go to work, go to school, go to a medical appointment, go out to eat, go bowling, take in a movie or visit the Hall of Fame. We look at as a real win-win. EV owners get a free charge, and we get to demonstrate that SARTA is the safe, affordable, convenient, low-emission way to reach thousands of destinations in Stark County and beyond.”



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**JobsOhio, SARTA study says Ohio is poised to lead hydrogen economy, is a prime location for Clean Hydrogen Hub**

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NEWS PROVIDED BY

JobsOhio →

Apr 21, 2022, 10:15 AM ET

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COLUMBUS, April 21, 2022 /PRNewswire/ -- *Developing a Hydrogen Economy in Ohio: Challenges and Opportunities*, a comprehensive study released today by JobsOhio and the Stark Area Regional Transit Authority (SARTA), asserts that Ohio is poised to become a leader in the clean hydrogen-fueled, zero-emission economy of the 21<sup>st</sup> Century. The report also validates Ohio as a prime location for a Clean Hydrogen Hub, as defined by the United States Department of Energy (DOE). The Bipartisan Infrastructure Investment and Jobs Act (IIJA) appropriated \$10 billion to DOE for the creation of at least four Clean Hydrogen Hubs across the United States.



The highly detailed, data-driven study identifies:

- Factors that give Ohio an advantage in developing and deploying hydrogen technology
- Existing and potential hydrogen end-users
- Opportunities for growth in hydrogen-based markets: hydrogen-burning power plants, hydrogen fuel cell electric-powered vehicles, etc.
- Potential challenges that may impede the expansion of hydrogen-based markets

The report states that "conservative projections indicate that Ohio will be a major market for hydrogen markets and generation." It is clear that over the coming decades, Ohio will have to adopt an "all of the above" strategy for sourcing hydrogen to meet its market demand - embracing natural gas, biomass, and electrolysis as sources.

J.P. Nauseef, President and CEO, JobsOhio, said his organization commissioned this study before the IIJA was passed and that JobsOhio is committed to growing the hydrogen economy in Ohio, especially for industrial use. "We are interested in developing a better understanding of the opportunities this presents for the State," he said. "This study has provided us some insight into where opportunities will arise and how Ohio can lead development."

"The report clearly shows that hydrogen has the potential to fuel economic growth, innovation, and job creation in the state while significantly reducing carbon emissions," SARTA CEO Kirt Conrad said. "The one key question left on the table: will state government and the private sector make the investment necessary to unleash that potential?"

"The study provides clear and convincing evidence that Ohio not only meets but exceeds the criteria established for the hubs in the IIJA," Mr. Nauseef continued. "Ohio has feedstock and end-use diversity, one of the nation's largest supplies of natural gas, and the geology to accommodate hydrogen storage and carbon sequestration. Ohio is also geographically positioned in an area where critical processing, storage, and distribution infrastructure will be developed."

Andrew Thomas, Director of the Energy Policy Center at Cleveland State University and of the Midwest Hydrogen Center of Excellence (MHCoE), was one of the study's authors. He noted that while projecting new markets can be speculative, the MHCoE used rates of growth for hydrogen consumption that have already been experienced in Ohio for the past decade for its forecast. "Based upon past growth, we project nearly 2 million metric tons of hydrogen per year will be consumed in Ohio by 2050 – without any federal or state constraints on carbon emissions. We will need an 'all of the above' strategy for making hydrogen to meet this demand, including both reformation of natural gas and electrolysis of water from nuclear and renewable power."

The Ohio Clean Hydrogen Hub Alliance, a coalition comprised of more than 100 companies, governmental entities, universities, and research institutions, is collaborating with similar entities in the neighboring states to foster the development of an application to the DOE for a regional hydrogen hub in the northern Appalachian region. More information about the Alliance, including a complete membership list, is available at [www.oh2hub.org](http://www.oh2hub.org).

The research was led by Mark Henning and Andrew R. Thomas of the Midwest Hydrogen Center of Excellence and the Energy Policy Center at the Levin College of Urban Affairs, Cleveland State University in Cleveland, Ohio. It is available for

viewing and download at <https://www.jobsohio.com/industries/energy-chemicals/#ohio>.

### **About JobsOhio:**

**JobsOhio** is a private nonprofit economic development corporation designed to drive job creation and new capital investment in Ohio through business attraction, retention, and expansion. The organization also works to seed talent production in its targeted industries and to attract talent to Ohio through [Find Your Ohio](#).

JobsOhio works with six regional partners across Ohio: [Dayton Development Coalition](#), [Ohio Southeast Economic Development](#), [One Columbus](#), [REDI Cincinnati](#), [Regional Growth Partnership](#) and [Team NEO](#). Learn more at [www.jobsohio.com](http://www.jobsohio.com). Follow us on [LinkedIn](#), [Twitter](#) and [Facebook](#).

### **About the stark area regional transit authority (SARTA):**

SARTA is an international leader in the development and deployment of zero emission technology in the transportation space. The Canton, Ohio-based transit system which owns and operates one of the largest fleets of hydrogen fuel cell-powered buses in the Western Hemisphere has received Calstart's prestigious Blue Sky Award and numerous other honors for its commitment to innovation, sustainability, and renewable energy. To learn more about SARTA's hydrogen fuel cell program visit <https://www.sartaonline.com/hydrogen-fuel-cell>

### **About the Maxine Goodman Levin College of Urban Affairs:**

The Maxine Goodman Levin College of Urban Affairs at Cleveland State University offers undergraduate, graduate, and doctoral degrees in fields that guide and advance vibrant and sustainable communities, including urban studies, public administration, urban planning, environmental studies, nonprofit management, and

organizational leadership. Levin is recognized as one of the best public affairs schools in the nation according to US News & World Report. Levin is ranked 3rd in the US in the specialty of Urban Planning and Policy, 7th in the specialty of Local Government Management, and maintains a strong standing in the specialty of Nonprofit Management.

Founded in 1964, Cleveland State University is a public research institution with nearly 16,000 students, 10 colleges and schools and more than 175 academic programs. CSU recently was ranked No. 1 in the nation for increases in research expenditures, according to the National Science Foundation and was again chosen for 2019 as one of America's best universities by U.S. News & World Report,

© View original content to download multimedia:<https://www.prnewswire.com/news-releases/jobsohio-sarta-study-says-ohio-is-poised-to-lead-hydrogen-economy-is-a-prime-location-for-clean-hydrogen-hub-301530276.html>

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## NEWS

# Study: Ohio ideal place to build hydrogen industry

**Robert Wang** The Repository

Published 11:42 a.m. ET April 26, 2022

Ohio is an optimal location to develop the hydrogen industry, according to a new study commissioned by JobsOhio and the Stark Area Regional Transit Authority.

The state has a plentiful supply of natural gas, as well as energy from nuclear, solar, wind and even biomass sources like landfills that can be used in the process to produce hydrogen, Cleveland State University researchers concluded in the report "Developing a Hydrogen Economy in Ohio: Challenges and Opportunities."

SARTA is a founding member of the Ohio Clean Energy Hub Alliance, which wants to create a hydrogen hub in the region.

The study, which was released earlier this month, also noted that the state's natural gas pipelines can be repurposed to more cheaply transport hydrogen, which can be costly to move by truck. Ohio has several industries that would find it efficient and economical to use hydrogen in manufacturing and to fuel heavy-duty zero-emission vehicles that use fuel cells like buses, forklifts and trucks. And Ohio has the storage capacity and manufacturing applications to capture the carbon emitted when using natural gas to make hydrogen.

**More:** SARTA seeks to build support for hydrogen hub in Ohio

The 75-page study projected higher demand for hydrogen whether the federal or state government mandates zero-carbon emissions.

But the study by Mark Henning and Andrew R. Thomas of the Midwest Hydrogen Center of Excellence at Cleveland State also points out the challenges of adopting hydrogen. Hydrogen is more costly to store and transport than other energy sources. The two wrote that for hydrogen to be viable and eventually carbon free decades down the road, Ohio's hydrogen development must have an "all of the above" approach.

The cost of extracting natural gas to make the hydrogen will eventually increase as the Utica Shale's natural gas reserves are drained decades from now. That will require a transition to other energy sources, which for now require a higher cost to make hydrogen and are not yet as plentiful. And using natural gas to make hydrogen results in the emission of carbon, which has to be mitigated to be a true carbon-free technology that reduces climate change.

The study did not do an in-depth analysis of establishing a hydrogen industry in other states.

"So it's basically a point to start a discussion of what the needs of the state are in the future," said Kirt Conrad, the CEO of SARTA C, a major local proponent of hydrogen and fuel-cell technology.

Conrad said the study contains information proponents can cite when arguing for Ohio's government to invest in developing the state's hydrogen industry. It also can be used to persuade the U.S. Department of Energy that Ohio should get \$2 billion in funding from the infrastructure bill passed by Congress in November to develop a hydrogen hub.

The Ohio Clean Energy Hub Alliance has scheduled a press conference at the Ohio Chamber of Commerce Thursday afternoon to release details of its campaign and application for the federal funding later this year.

Conrad said his agency and JobsOhio paid about \$60,000 for the study. He said SARTA used federal grant funds. SARTA has 20 fuel-cell vehicles powered by hydrogen, with another to be delivered within four weeks. Its Gateway headquarters in Canton has the only publicly available hydrogen fueling station in Ohio.

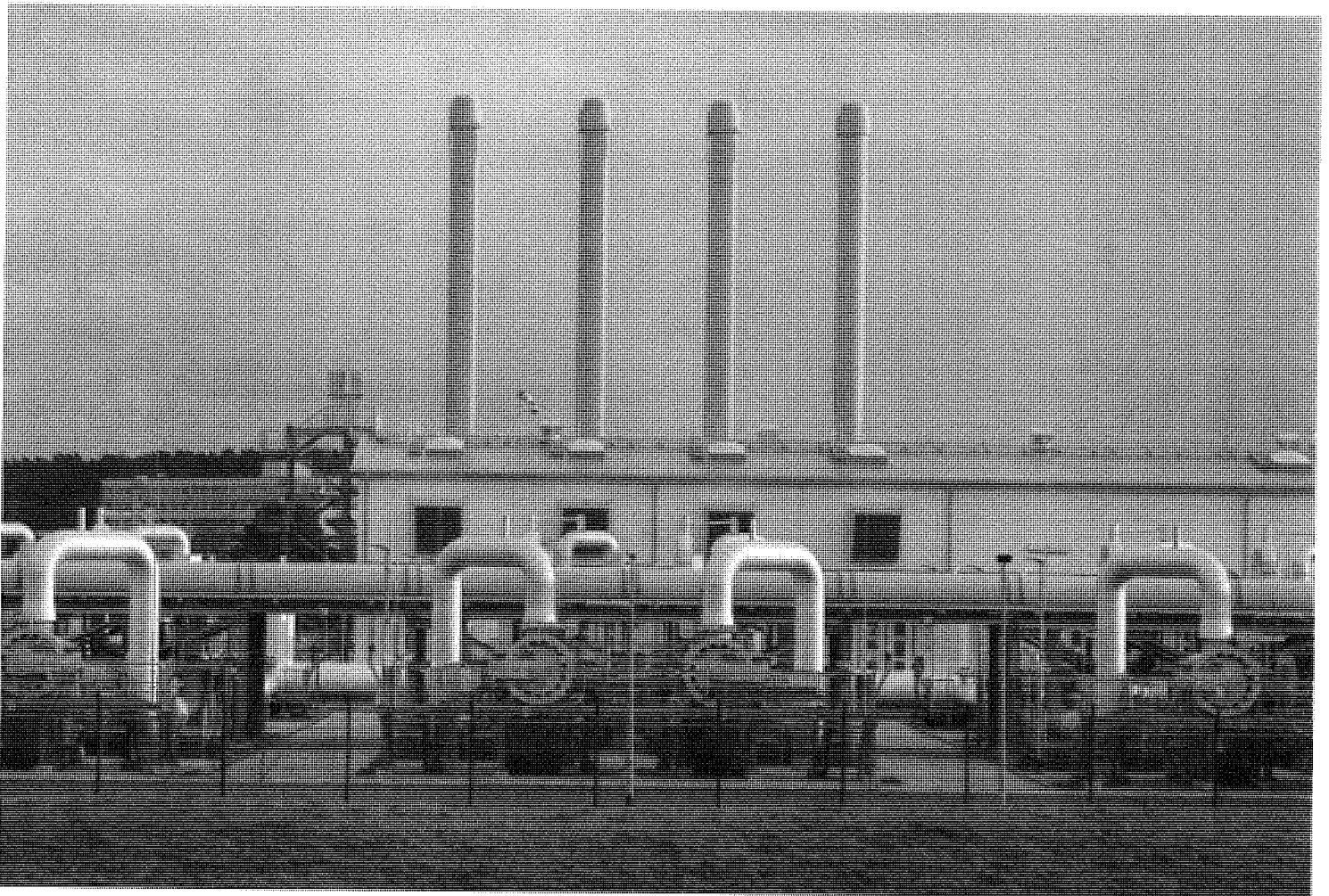
Hydrogen-powered fuel-cell vehicles and battery-powered electric vehicles can co-exist in the drive toward transitioning to zero-emission vehicles, Conrad said.

*Reach Robert at (330) 580-8327 or [robert.wang@cantonrep.com](mailto:robert.wang@cantonrep.com). Twitter: @rwangREP.*



## Clean energy future? Fossil fuel boondoggle? Chamber pushes for hydrogen hub in Ohio

BY: **JAKE ZUCKERMAN** - APRIL 29, 2022 3:55 AM



📷 The receiving station of the Nord Stream 2 gas pipeline stands on February 02, 2022 near Lubmin, Germany. (Photo by Sean Gallup/Getty Images).

An association of natural gas, transportation and tech businesses are pushing for a piece of an \$8 billion federal investment to create a “clean hydrogen hub” in Ohio.

Hydrogen, the most abundant chemical element in the universe, could overtake coal, oil, and gas as America’s predominant source of energy, its proponents say. It’s lightweight and can



create energy without accompanying fossil fuel emissions.

So-called “green hydrogen” is created via electrolysis, where electricity splits hydrogen from oxygen molecules in water. However, the green technology has yet to scale; estimates suggest that about 96% of hydrogen currently produced is “blue hydrogen,” created from a mix of electrolysis and the “steam methane reforming” of natural gas.

Hydrogen burns cleanly as a fuel, but its creation via natural gas leaks methane and emits carbon dioxide into the air – both of which are greenhouse gasses and major contributors to climate change.

On Thursday, the Ohio Clean Energy Hub Alliance – represented by the Stark Area Regional Transit Authority, Ohio Chamber of Commerce, technology company Battelle, and hydrogen car maker Hyperion – pitched their efforts to build Ohio into a hub of blue hydrogen production. The green hydrogen, the alliance representatives said, would come later as the technology develops.

Carbon capture technology, the alliance says, would catch the carbon emissions before they leave any hydrogen-producing plant. The carbon would then be compressed and stored underground at a yet-unspecified site in Southeast Ohio, further limiting environmental footprint.

Environmentalists are leery of blue hydrogen. The Ohio River Valley Institute called the hub a “boondoggle” in the making. The Sierra Club, an environmental advocacy organization, only supports hydrogen as a clean fuel if it’s produced without fossil fuels. Neil Waggoner, who works on the Sierra Club’s Beyond Coal campaign, said blue hydrogen isn’t really reducing carbon. It’s just capturing it and burying it.

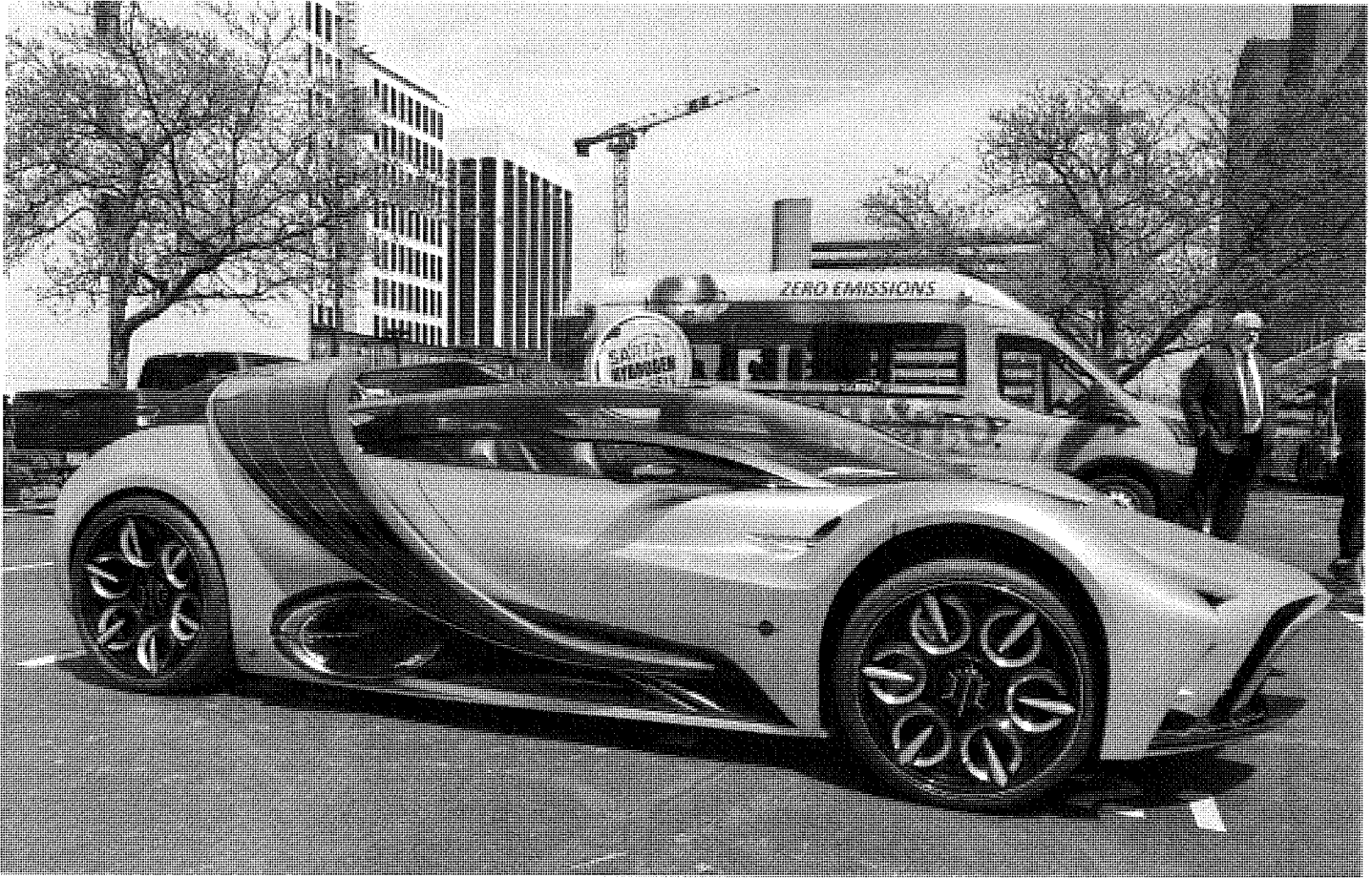
“This is all about finding the future for the gas industry, so they stay relevant and don’t have to change that much,” he said.

The hub’s advocates, however, painted a rosier picture. Steve Stivers, the former congressman turned CEO of the state Chamber of Commerce, argued hydrogen can boost domestic energy production and lessen foreign energy dependence. He focused on hydrogen’s use as a clean fuel and less so on the carbon footprint of producing it – 2021 modeling in the journal *Energy Science and Engineering* estimated that the greenhouse gas footprint for blue hydrogen is more than 20% greater than burning coal or gas for heat.

The hydrogen supporters were vague on details as to when blue (gas-created) hydrogen would sunset and green hydrogen would rise. Its champions, however, point to its current uses. Kirt Conrad, SARTA’s CEO, oversees a fleet of 21 hydrogen-fueled buses that emit bits of water and steam instead of smoggy exhaust. They’ve driven 700,000 miles since they were acquired in 2016, he said, preventing 1,700 tons of carbon dioxide from entering the oxygen.

A prototype of Hyperion’s XP-1 model sat parked outside the event next to a SARTA bus – both of which run on hydrogen. Angelo Kafantaris, CEO of Hyperion Motors, said in an

interview that when the car hits the market in two years or so, it will arrive with technology for operators to convert water into hydrogen at home to use as fuel.



📷 A prototype of the Hyperion XP-1, which company CEO Angelo Kafantaris brought for a presentation to hype a potential clean hydrogen hub in Ohio. Photo by Jake Zuckerman, OCJ.

He emphasized the green hydrogen, describing his company as an agile rowboat, while the blue hydrogen backers are like a giant oil tanker. The row boats are small, agile and can change tack quickly while the oil tanker can't. He acknowledged that he's more focused on the green hydrogen than his counterparts, but at least the oil tanker is moving in the right direction?

The natural gas interest is hardly a secret. Members of the alliance include Dominion Energy, Encino Energy and Columbia Gas. A PowerPoint accompanying the presentation promised the hub would "maximize use of Ohio's bountiful natural gas resources."

Last week, JobsOhio, a public-private partnership that acquired franchise rights from the state's liquor monopoly and uses the money to invest in development projects in Ohio, released a study touting the state's strong positioning in the hydrogen market, given the natural gas under its feet. Matt Cybulski, managing director of the energy and chemicals sector for JobsOhio, emphasized the potential for blue hydrogen and a looming evolution that "could" turn green.

Sean O'Leary, a senior researcher at the Ohio River Valley Institute, remains skeptical. He said the technology isn't there yet on blue hydrogen – no one has proven the commercial ability to

produce hydrogen and capture and store the carbon emissions while turning a profit. It will be prohibitively expensive, he said, and ratepayers will shoulder the burden on their electric bills.

“It is fundamentally an effort to support the gas and also the coal industries, to keep them relevant,” he said.

Details about the proposal remain vague. The funding comes via the federal Infrastructure Investment and Jobs Act, a bipartisan infrastructure package and one of the most significant pieces of legislation enacted by President Joe Biden. The bill provides \$8 billion for at least four regional clean hydrogen hubs – basically a network of producers, consumers, and pipelines. At least one must come from fossil fuels, one from renewables, and one from nuclear energy.

The Department of Energy has taken feedback but not yet issued a request for proposals.

Currently, hydrogen is used mostly during the oil refining process, to create synthetic nitrogen fertilizer, and to create ammonia, according to Energy Science and Engineering. However, interest is growing in blending hydrogen with natural gas to fuel power plants, and using it with fuel cells in vehicles in transportation, according to the Energy Information Administration.

*This article was updated to clarify how JobsOhio is funded.*



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JAKE ZUCKERMAN



# Transitioning Industrial Clusters towards Net Zero

Initiative Overview for the Ohio Clean Energy Hub Alliance

# Industrial Clusters: The Net-Zero Challenge

With industry responsible for 30% of total global CO2 emissions, industrial clusters will be a critical player in accelerating the path to net zero.

Industrial clusters are geographic areas where **co-located companies, representing either a single or multiple industries, provide opportunities for scale, sharing of risk/resources, aggregation and optimization of demand.**



Industry composition



Existing infrastructure



Energy costs and policy

A **holistic and collective approach** is required to optimize emissions solutions and **create an integrated energy system** that maximizes **system value outcomes** across economic, social and environmental aspects.

# Transitioning Industrial Clusters towards Net Zero

## Initiative Objective

To **catalyse the decarbonization of the industrial cluster** through convening and supporting existing, co-located facilities in defining their **significant emissions reduction goal** and the **path to achieve it**.

The initiative is founded on four key principles:

- Technology neutrality
- Global reach with local focus
- Cross-industry collaboration
- Focus on environmental, social and economic impact



The Net Zero Industrial Clusters initiative **convenes industrial players at all stages** of ambition development in an impartial forum to **collaboratively shape strategies** and **share lessons learned**. We support our signatory clusters in implementation of their emission reduction strategies.



We also work with a **pipeline of 15+ developing clusters** who are at earlier stages of **their emissions reduction roadmap development**.

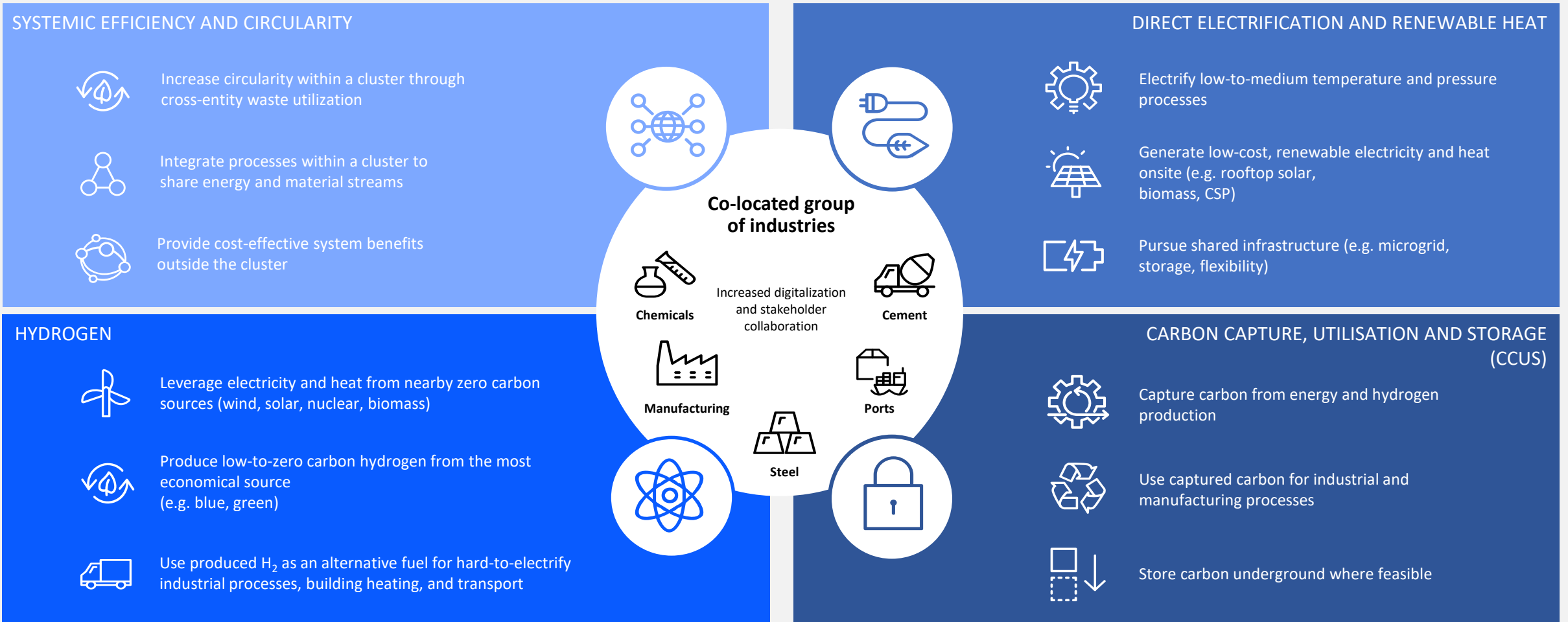
## Initiative Team

Our initiative team is made up of three global collaborators:

- **World Economic Forum** leads and hosts the initiative, builds public-private and cross-industry collaborations by leveraging its strong network
- **Accenture** acts as a knowledge partner, provides thought leadership as well as research capabilities across policy, financing and digital technologies
- **Electric Power Research Institute** provides deep technology experience on electrification, energy efficiency, CCUS, H2, and renewable & natural gas

# The need for an integrated approach to establish a net-zero cluster

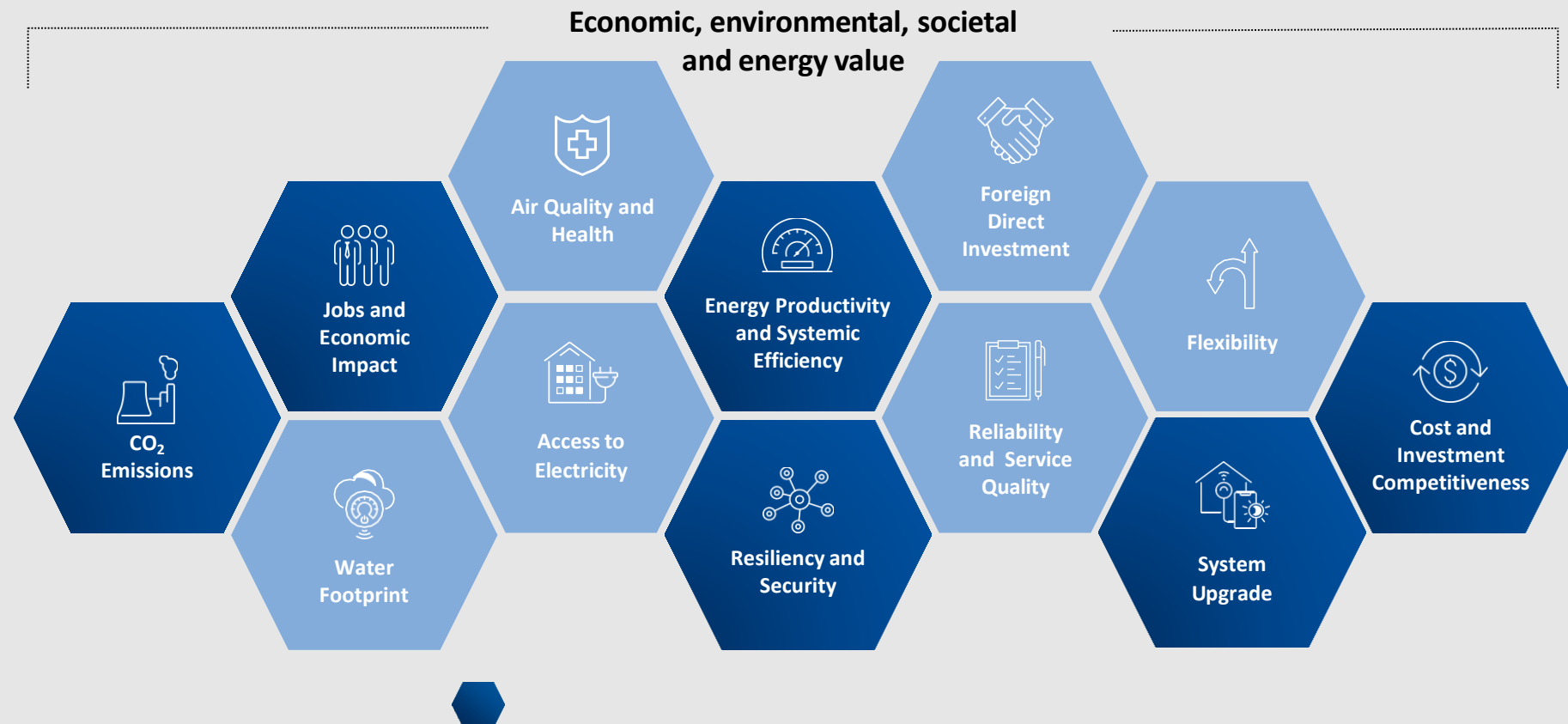
A holistic and collective approach is required to optimize emissions solutions and create an integrated energy system that maximizes system value outcomes across the cluster.



# System Value of the Clean Energy Transition in the United States

Using the System Value framework, the World Economic Forum, supported by Accenture, conducted analysis across several geographies as part of market evaluations that examined recovery opportunities to accelerate economic growth and the clean energy transition.

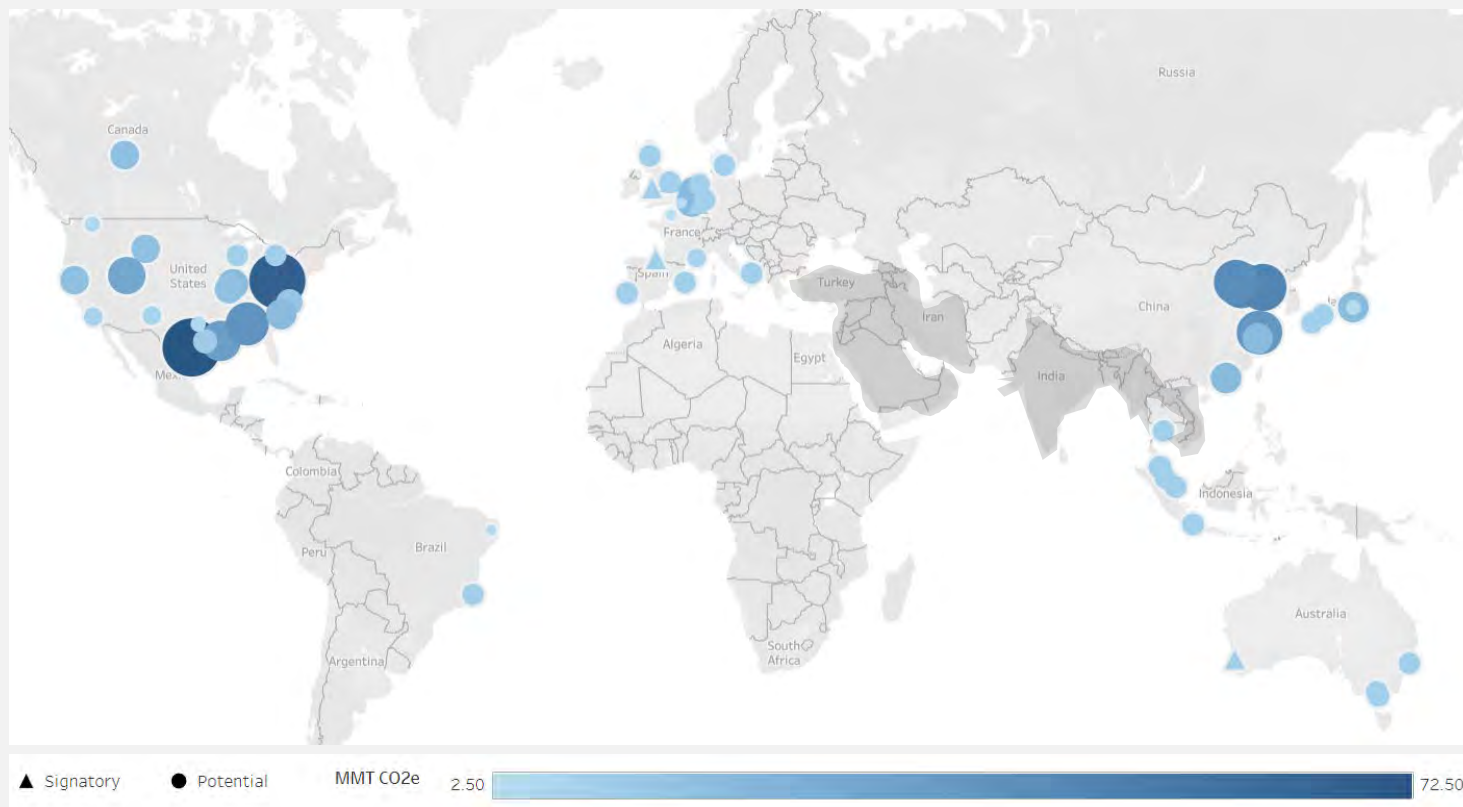
Key system value dimensions for the US have been prioritized across the framework based on current market dynamics and its relative maturity of transition towards net-zero integrated energy system.





# Initiative impact in 2030

With greater than 10,000 industrial clusters globally, this map highlights a subset of ~100 clusters in target markets where the initiative is positioned to the greatest impact



Additional analysis forthcoming on shaded geographies

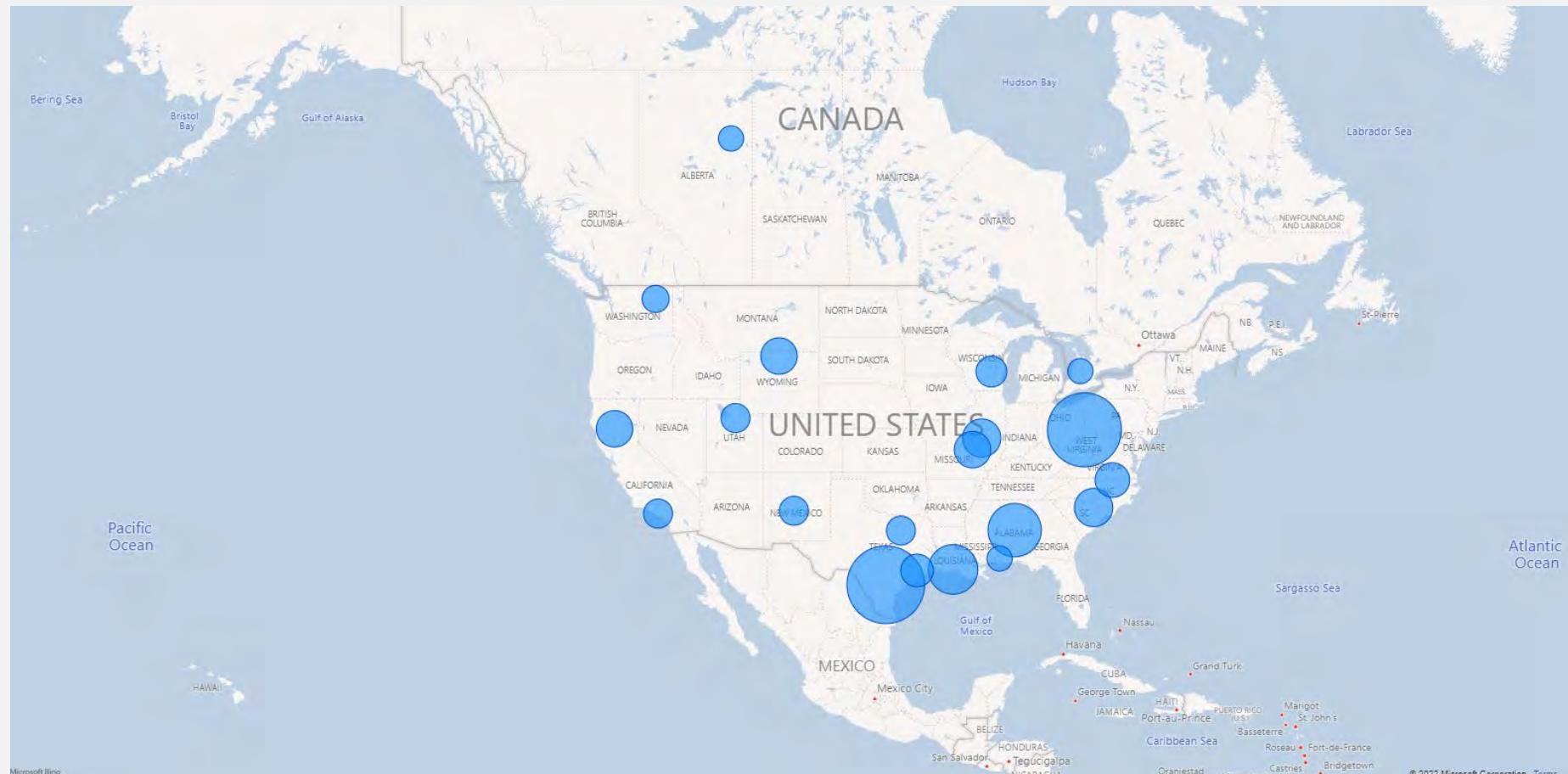


<b>Total Emissions</b>	<b>1.6 Billion MT of CO<sub>2</sub></b>
	<b>5 % of total Global CO<sub>2</sub> Emissions</b>
	<b>15 % of Global CO<sub>2</sub> Industrial Emissions</b>

<b>Total GDP Contribution</b>	<b>\$2.5 Trillion USD</b>
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<b>Total Direct Jobs</b>	<b>17.8 Million Jobs</b>
--------------------------	--------------------------

# Select Global Clusters: Zoom in on North America



● Signatory Cluster ● Target Cluster

Annual cluster emissions, indicated by marker size, range from ~10 MMT to ~260 MMT

# What value does the initiative bring from day one to clusters?



Whether you are at an **early stage** or have already **defined your partners and goals**, facilitated **cluster development workshops** bring **seasoned perspectives** and **tested action plans** that are tailored to the needs of individual clusters



Becoming a part of the **collaborative community** will inspire and shape individual clusters' pathways with **initiative-hosted, specialized support forums, research and reports** diving into **topics and challenges selected by the community**

# How to become a part of the “Accelerating Industrial Clusters towards Net-Zero” Community

In order to sign up to the letter of ambition for participation in the Net-Zero Industrial Clusters initiative, the cluster must meet the following minimum requirements



## Public Announcement

## 3+ Members

## Permission

## Representative(s)

Public announcement of net zero ambition as a cluster. Announcements as individual companies are not sufficient.

At least 3 companies, or 2 companies and a government body, are present in the cluster and on board with the letter of ambition.

Permission to use cluster name publicly for communications with other clusters in the group.

Confirmation of a representative and a working contact of the cluster

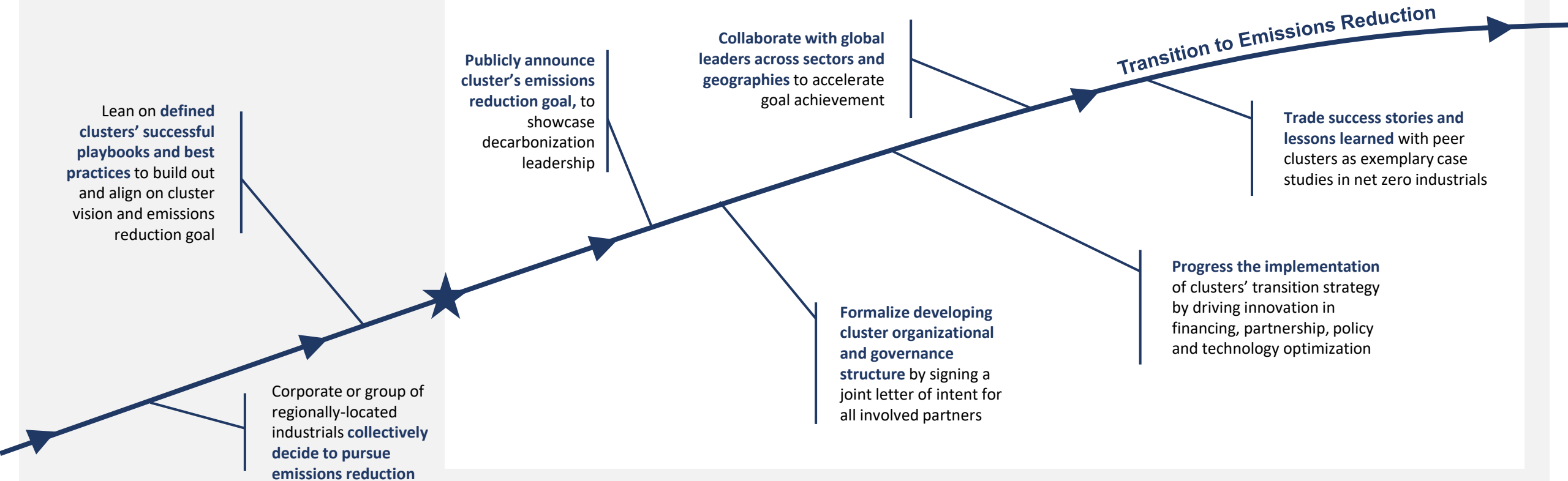
Definition of collaboration scope and co-creation of the workplan

The public announcement must meet the targets outlined in the letter of ambition.

# Clusters Path toward Net Zero

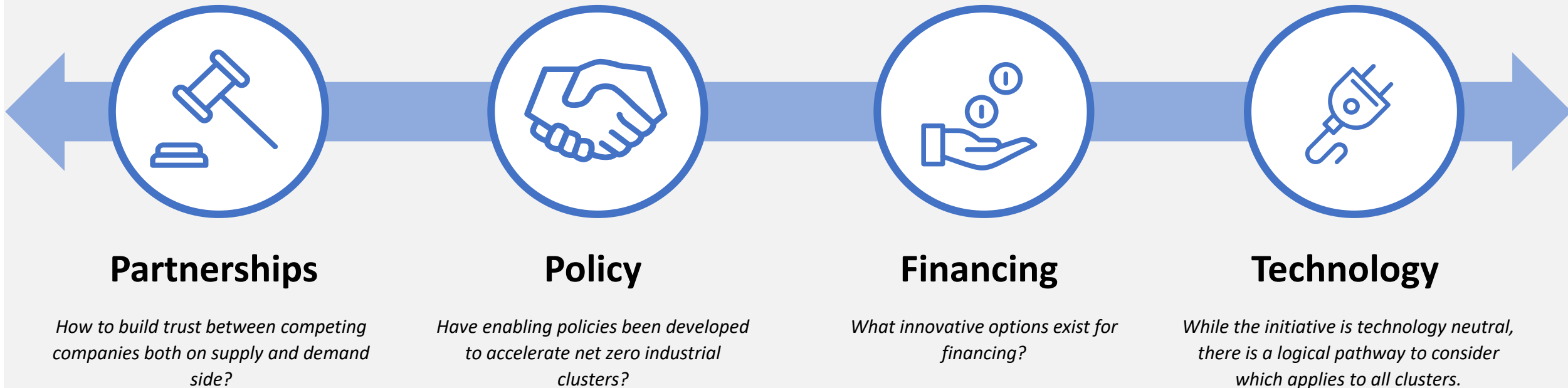
From new clusters or co-located industrial players looking to establish an emissions reduction goal to defined clusters with a quantified & time-bound emissions reduction goal, the initiative team provides unique value and support to industrial players at all phases of cluster development.

## Net Zero Industrial Cluster Initiative Signatory






# The Approach

While every industrial cluster will be different depending on its make-up, the market where it operates, the technology it employs, a standardized approach is possible to accelerate the transition of the cluster to net zero.



# Initiative Engagement Structure & Key Value Drivers for Participants

Three fit-for-purpose workstreams operate in tandem to engage, empower and extend the impact of industrial clusters at all stages of development, globally

	Engagement Target	Partnership Facilitation & Coaching	Policy Analyses	Financing Analyses & Research	Technology Opportunity Support	Public Engagement	Facilitated Cluster Community
 <b>For Developing Net Zero Clusters</b> Co-located industrials not yet organized as a cluster with an emissions reduction goal		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
 <b>To Support Implementing Clusters' Net Zero Strategies</b> Organized industrial clusters with an emissions reduction goal				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
 <b>To Drive Investment in Emerging Industrial Economies</b> Co-located industrials, both not yet organized and already structured as a cluster, in emerging economies Governmental bodies in both developed and emerging markets			IN DEVELOPMENT <input checked="" type="checkbox"/>				

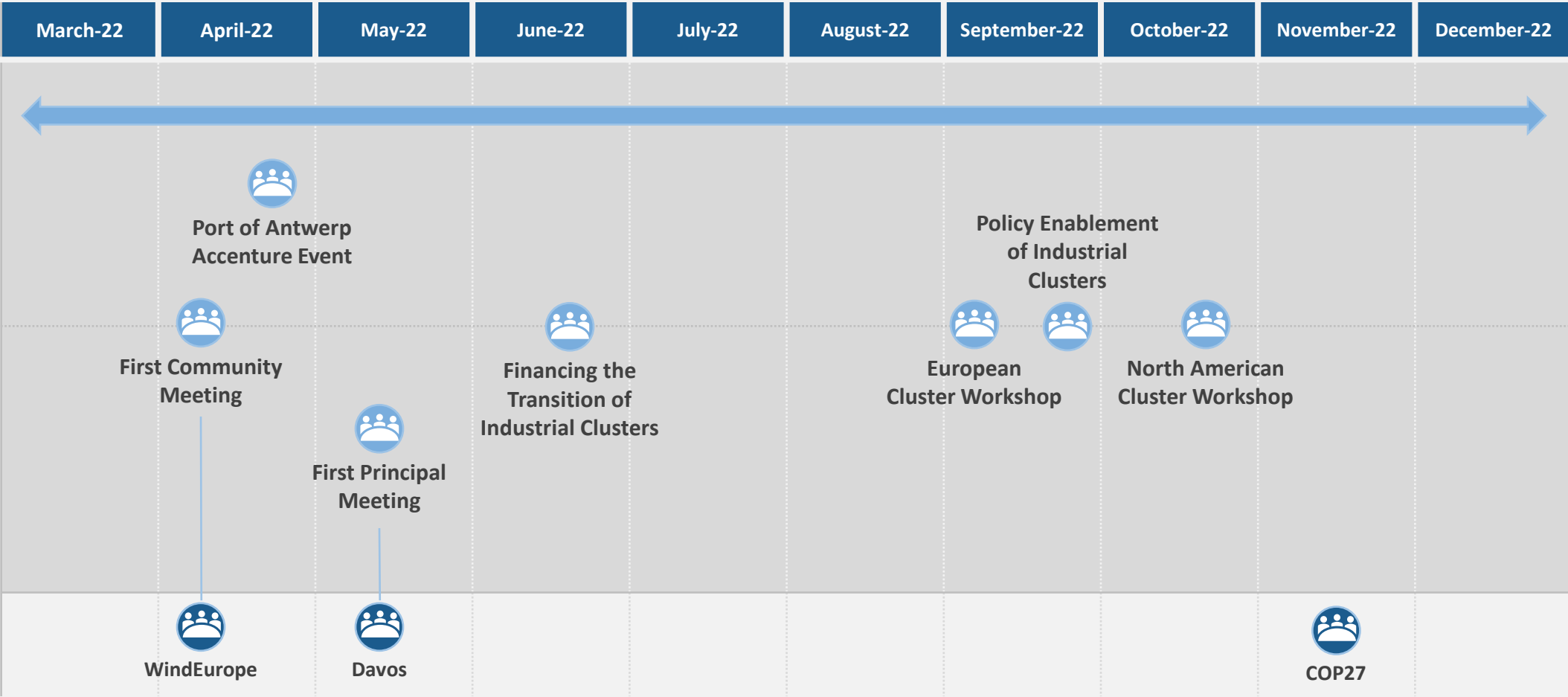
# Initiative Support Framework & Key Value Drivers for Participants

Our fit-for-purpose support is applied across different areas depending on a cluster's stage of development and needs

	Partnership Facilitation & Coaching	Policy Analyses	Financing Analyses & Research	Technology Opportunity Support	Public Engagement	Global Cluster Community
<b>Key questions to address...</b>	<ul style="list-style-type: none"> <li>Whom do we need to <b>partner</b> with to achieve net zero?</li> <li>What is our <b>vision and joint goal</b>?</li> <li>What <b>partnership agreement and governance</b> needs to be in place?</li> <li>What are the <b>resources</b> that each partner is willing to commit?</li> </ul>	<ul style="list-style-type: none"> <li>What <b>industrial policies</b> do we need to support the transition?</li> <li>How do we apply <b>diverse policy structures</b> from all regions?</li> <li>How do we <b>work with national and local governments</b> to fulfil our vision?</li> </ul>	<ul style="list-style-type: none"> <li>How do we develop the <b>long-term decarbonization funding strategy</b>?</li> <li>How might we <b>maximize funding</b> from all mechanisms available?</li> <li>How do we secure support from the <b>regulatory agencies and collaborate on the funding applications</b>?</li> </ul>	<ul style="list-style-type: none"> <li>How might we engage with <b>pioneering technology initiatives</b>?</li> <li>How might we identify <b>technology requirements</b> for the initiative?</li> <li>How can a <b>holistic evaluation</b> (e.g., system value approach) be leveraged when considering anchor projects?</li> </ul>	<ul style="list-style-type: none"> <li>How should the cluster's story be communicated to <b>maximize stakeholder buy-in</b>?</li> <li>How can we <b>disseminate learnings and knowledge</b>?</li> <li>How can we <b>showcase our leadership</b> to encourage and support other clusters?</li> </ul>	<ul style="list-style-type: none"> <li>How can we build <b>momentum</b> and <b>strengthen the coalition of ambitious clusters</b>?</li> <li>How can we <b>exchange knowledge</b> and learn from others?</li> <li>How might we <b>collaborate</b> between clusters?</li> </ul>
<b>...with initiative support and resources</b>	<ul style="list-style-type: none"> <li>Joint vision and GHG reduction goal development</li> <li>Partnership facilitation including alignment on cornerstones towards a collaboration agreement/MoU</li> <li>Potential partners identification across industries and regions</li> </ul>	<ul style="list-style-type: none"> <li>Analyses by geography</li> <li>Facilitated collaboration and public-private roundtables with key governments and civil society organizations</li> </ul>	<ul style="list-style-type: none"> <li>Analyses by geography</li> <li>Financing mechanism research access and roadmapping support</li> <li>Financing deep dive workshops in selected regions</li> </ul>	<ul style="list-style-type: none"> <li>Collaborative opportunity identification support</li> <li>Best practices and access to global, ongoing innovation initiatives</li> </ul>	<ul style="list-style-type: none"> <li>Global recognition and showcase of cluster's decarbonization leadership</li> <li>Knowledge dissemination</li> <li>Foreign investment attraction</li> </ul>	<ul style="list-style-type: none"> <li>Knowledge exchange platform for peer-to-peer interactions among clusters</li> <li>Potential joint project identification across regions</li> </ul>



# Initiative Community Engagement Plan



# Path Moving Forward: How to Engage

Cluster's engagement in the initiative begins with:



**We engage Cluster leadership and/or key champion companies to assess the current stage of cluster's development**



**Together with potential partners and the initiative team, define the scope of support and workplan**



**Champion engagement with your local government and additional potential ecosystem partners**



**If you have already announced an ambitious emission reduction goal, join the initiative as a signatory cluster**

# Path Moving Forward: How to Engage

Corporate engagement in the initiative begins with:



**Identify at least one cluster, where your company operations are located, which could benefit from our support**



**Engage your local team and corporate strategy / technology / sustainability leadership to pursue an initial scoping consultation**



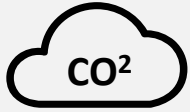
**Champion engagement with your local corporates, government and potential partners**



**Together with potential partners and the initiative team, define the scope of support and workplan**

# Our Cluster Community

Cluster Interest Information Pack



**7.2 MT**

**CO<sub>2</sub> emissions per year caused by Industry**



**23.9%**

**Industry Contribution to GVA in 2019**



**204,000 jobs in industry in the Basque region**



**BASQUE NET ZERO**



**WORLD ECONOMIC FORUM**

*In collaboration with Accenture & EPRI*



**A committed consortium of key partners:**

Repsol / Petronor

Iberdrola

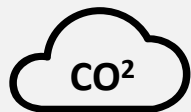
SPRI

Gobierno Vasco





# Brightlands Circular Space



**5.8 MT**

CO<sub>2</sub> emissions per  
year caused by  
Industry



**20%**

Gross Added Value in  
2019



**8,100 jobs**

from 110 companies and  
factories



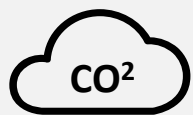
A committed consortium of key **partners**:

Chemelot Circular Hub

Chemelot

Brightlands





10 MT

CO<sub>2</sub> /year after 2030



£2.8 bn

UK gross value added for UK 2022-2030



6,000 permanent new jobs created annually 'til 2030; 345k jobs protected

# HyNet North West



WORLD ECONOMIC FORUM

In collaboration with Accenture & EPRI



A committed consortium of key partners:

ENI

Essar

Cadent

CF

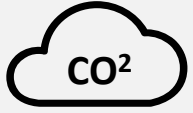
JM

Inovyn

Progressive Energy

SNC Lavalin





**8.2 MT**  
CO<sub>2</sub> /year



**£11.5 bn**  
Estimated annual  
output of Kwinana  
Industrial Area



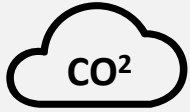
**30,000 jobs** skilled  
workforce in the  
Industrial Area



**A committed consortium of key partners:**

- |                 |                |                   |        |
|-----------------|----------------|-------------------|--------|
| Alcoa           | Avertas Energy | BHP               | BP     |
| Cockburn Cement | Coogee         | Covalent Lithium  | CSBP   |
| Kleenheat       | Synergy        | Tianqi Lithium    | Tronox |
| Fremantle Ports |                | Water Corporation |        |





12.4 MT

CO<sub>2</sub> /year after 2030



£18 bn

GDP generated per year in the East Coast Cluster



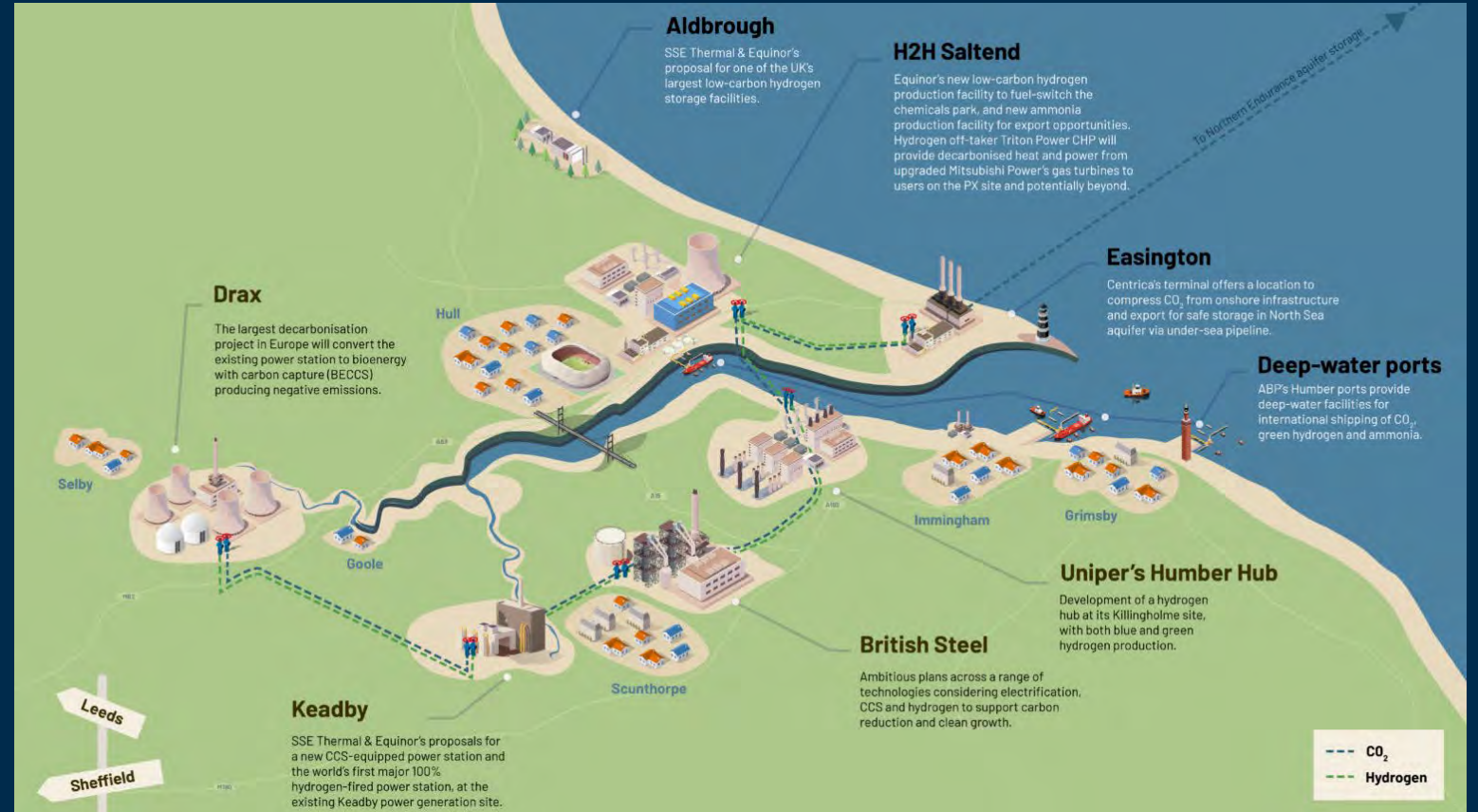
55,000 jobs protected

# ZEROCARBON HUMBER



WORLD ECONOMIC FORUM

In collaboration with Accenture & EPRI



## A committed consortium of key partners:

Associated British Ports

Drax

National Grid Ventures

Triton Power

British Steel

Equinor

PX

Uniper

Centrica

Mitsubishi Power

SSE Thermal

University of Sheffield AMRC

104

INEOS Acetyls

Velocys

Part of the UK's East Coast Cluster

# Contact

Global Lead: [joanna.kolomanska@weforum.org](mailto:joanna.kolomanska@weforum.org)

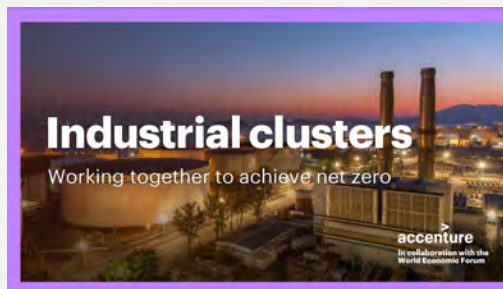
North America Lead: [sean.bushart@weforum.org](mailto:sean.bushart@weforum.org)



# Additional Resources



Transitioning Industrial Clusters towards Net Zero Landing Page



Achieving net-zero future with industrial clusters Report



COP26 Video: Transitioning Industrial Clusters towards Net Zero



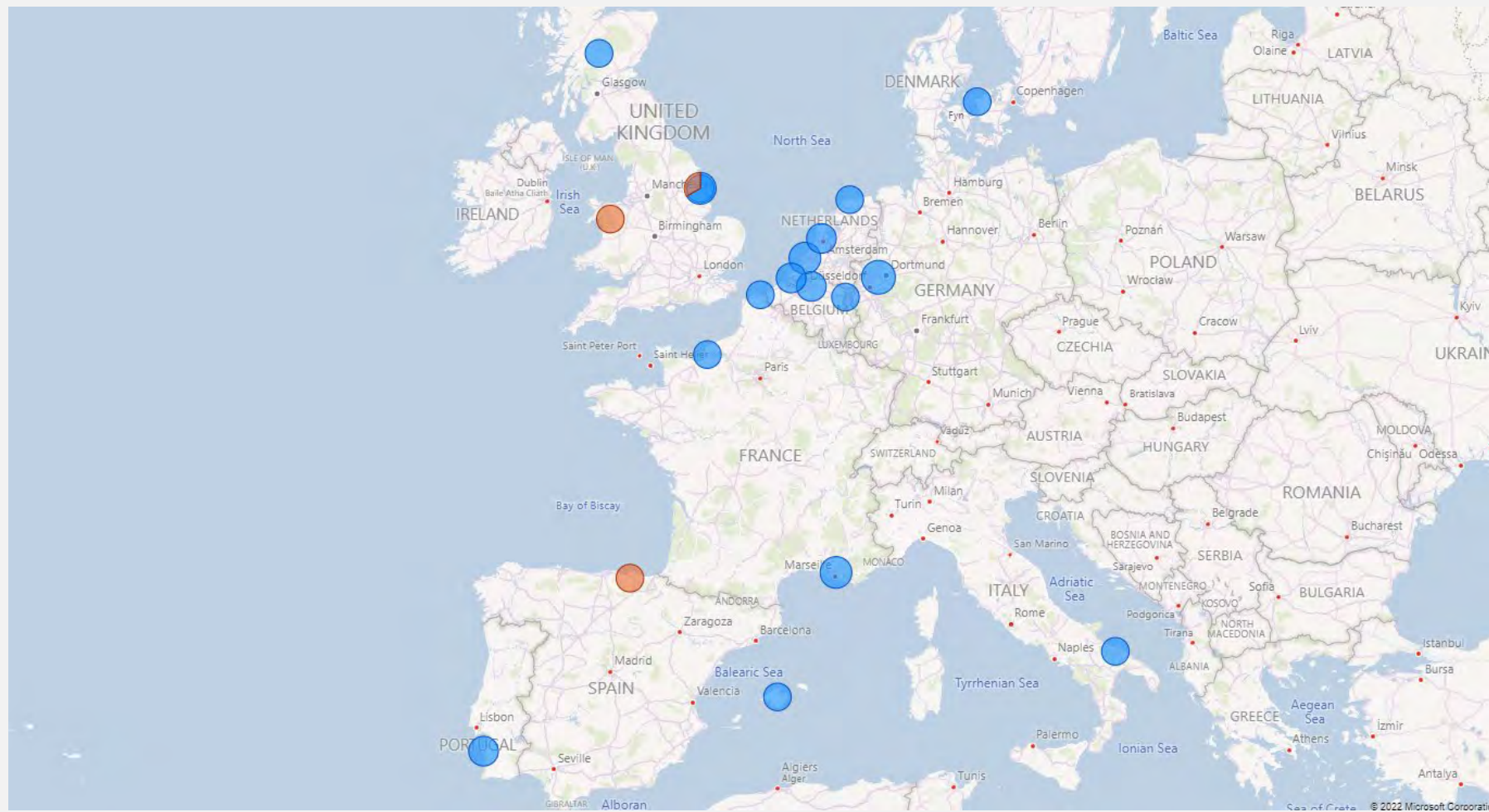
COP26 Video: Signatory Cluster Vision (4 Videos)

# Sample Collaborative Workshop Series

Vision Alignment Workshop	Cluster Governance & Stakeholder Engagement Workshop	Scoping Workshop(s)	Funding Workshop
<p><i>Goal:</i></p> <ul style="list-style-type: none"> <li>To determine who among attendees has an <b>appetite to move forward</b> with decarbonizing the cluster</li> <li>To align on a <b>common vision and decarbonization goals</b> for the cluster</li> </ul> <p><i>Core Components:</i></p> <ul style="list-style-type: none"> <li><b>Thought leadership from the initiative</b> on the role of industrial clusters in accelerating progress towards net-zero and description of criteria to join initiative</li> <li>Overview of the <b>geography's quantified opportunity</b>, using the System Value Framework</li> <li>Facilitated discussion on the <b>cluster vision</b> (including key design components) and setting the decarbonization <b>ambition + scope</b> guided by <b>global examples from initiative signatories</b></li> </ul>	<p><i>Goal:</i></p> <ul style="list-style-type: none"> <li>To build alignment on what <b>partner collaboration</b> would look like (incl. policy, funding and technology)</li> <li>To align on a <b>governance structure</b> for the to-be cluster and participants' roles</li> <li>To define <b>next steps required to formalize commitment</b> and participate in a media release amongst global peers</li> </ul> <p><i>Core Components:</i></p> <ul style="list-style-type: none"> <li>Facilitated discussion on <b>cluster governance structure</b>, supported by case studies from initiative signatories</li> <li>Distribution of the <b>Letter of Ambition template</b> provided by the initiative to formally align with initiative as a collative cluster</li> </ul>	<p><i>Goal:</i></p> <ul style="list-style-type: none"> <li>To <b>finalize vision statement and decarbonization ambition</b> of committed participants</li> <li>To identify <b>core projects and technologies</b> for which the cluster will need to pursue funding</li> </ul> <p><i>Core Components:</i></p> <ul style="list-style-type: none"> <li><b>Live discussion</b> with and <b>case studies</b> on the initiative signatories' <b>path to cluster formation</b></li> <li>Facilitated discussion on <b>refined vision</b> statement for the cluster and decarbonization ambition</li> <li>Live co-development of the <b>critical path roadmap</b> for selected core projects</li> </ul>	<p><i>Goal:</i></p> <ul style="list-style-type: none"> <li>To determine <b>process for developing funding grants</b> (incl. responsibilities, timeline, collaborative methods)</li> <li>To discuss and draft perspective on <b>operational funding model</b></li> </ul> <p><i>Core Components:</i></p> <ul style="list-style-type: none"> <li>Perspective from the regional, governmental financiers on <b>public funding opportunities</b></li> <li>Live discussion with and case studies on the initiative signatories' <b>funding portfolios and methods</b></li> </ul>



# Select Global Clusters: Zoom in on Western Europe



● Signatory Cluster ● Target Cluster

Annual cluster emissions, indicated by marker size, range from ~10 MMT to ~260 MMT

# Resolutions



**Stark Area Regional Transit Authority**

Resolution # \_\_\_\_\_, 2022

**A Resolution to Apply For  
Ohio Transit Partnership Program State Grant for Fiscal Year 2023**

Whereas, the Stark Area Regional Transit Authority ("SARTA") has in the past participated in the Ohio Public Transit Grant Program, known as the Ohio Transit Partnership Program ("OTPP State Grant"); and

Whereas, in order to participate in the OTPP Grant program for Fiscal Year ("FY") 2023, SARTA must submit an application to the State of Ohio ("State"); and

Whereas, a requirement of the OTPP State Grant application and allocation process is the entry of funds appropriated by the State to SARTA for FY2023 into the BlackCat Grants Management System; and

Whereas, SARTA is presently providing transit service and observing all qualifying federal and State rules as required by the OTPP;

Now be it resolved by the Board of SARTA that the Executive Director/CEO, is hereby authorized to execute, file, and submit an application to the FTA on the behalf of SARTA, to the State for the OTPP funding for FY 2023 as well as any subsequent assurances or other documentation required by the State, in connection with said application and funding allocation.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Board President

\_\_\_\_\_  
Secretary-Treasurer



Stark Area Regional Transit Authority

Resolution # \_\_\_\_\_, 2022

**A Resolution Authorizing The Executive Director/CEO To Enter Into A Contract With Trapeze Software Group For The Purchase Of Fixed Route Scheduling Software**

Whereas, SARTA has a need of software to aid in the creation, maintenance, and realignment of fixed route service; and

Whereas, an RFP was issued for this software with four (4) companies submitting responsive bids; and

Whereas, Trapeze Software Group submitted the most responsive bid as determined by the RFP review team; and

Whereas, the cost to purchase this software from Trapeze Software Group is one hundred sixty-one thousand, one hundred sixty-nine dollars (\$161,169);

Now be it resolved by the Stark Area Regional Transit Authority Board of Trustees, that the Executive Director/CEO is authorized to enter into a contract with Trapeze Software Group to purchase fixed route scheduling software.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Board President

\_\_\_\_\_  
Secretary-Treasurer

Stark Area Regional Transit Authority

Resolution # \_\_\_\_\_, 2022

**An Updated Resolution To Purchase Seven (7) Light Transit Vehicle Buses From  
Transportation Equipment Sales Corporation**

Whereas, Resolution 41 dated October 27, 2021, approved the purchase of seven (7) light transit vehicles; and

Whereas, the total cost per vehicle has increased from one hundred fifty-nine thousand, eight hundred and thirty-six dollars (\$159,836) to two hundred three thousand, nine hundred sixty-three dollars (\$203,963); and

Whereas, the total contracted project cost will increase by three hundred eight thousand, eight hundred eighty-nine dollars (\$308,889) from one million, one hundred and eighteen thousand, eight hundred fifty-two dollars (\$1,118,852) to one million, four hundred twenty-seven thousand, seven hundred forty-one dollars (\$1,427,741). This project is funded by grants with local match coming from insurance funds;

Now be it resolved by the Stark Area Regional Transit Authority Board of Trustees, that the Executive Director/CEO is authorized to enter a contract with TESCO, for the purchase of these vehicles at the updated price and provide any additional information the Federal Transit Administration may require in connection with the contract or reporting documentation.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Board President

\_\_\_\_\_  
Secretary-Treasurer

Stark Area Regional Transit Authority

Resolution # \_\_\_\_\_, 2021

A Resolution to Apply For  
Section 5339(c) Low or No Emissions Discretionary Grant Section 5339(c) Low or No Emissions  
Discretionary Grant Funding for Fiscal Year 2022

Whereas, the Stark Area Regional Transit Authority ("SARTA") has in the past participated in the Section 5339(c) Low or No Emissions Discretionary Grant Section 5339(c) Low or No Emissions Discretionary program made available: and

Whereas, in order to participate in the Section 5339(c) Low or No Emissions Discretionary Grant Section 5339(c) Low or No Emissions Discretionary Federal Grant program for Fiscal Year ("FY") 2022, SARTA must submit an application to the Federal Transit Administration ("FTA"); and

Whereas, a requirement of the Section 5339(c) Low or No Emissions Discretionary Grant Section 5339(c) Low or No Emissions Discretionary Federal Grant application and allocation process is the entry of funds appropriated by the FTA to SARTA for FY2022 into the Transit Award Management System ("TRAMS"), the FTA's platform to award and manage federal grants; and

Whereas, SARTA is presently providing transit service and observing all Federal and State rules regarding the Section 5339(c) Low or No Emissions Discretionary Grant Section 5339(c) Low or No Emissions Discretionary Grant program;

Now be it resolved by the Board of SARTA that the Executive Director/CEO is hereby authorized to execute, file, and submit an application to the FTA on the behalf of SARTA, for the Section 5339(c) Low or No Emissions Discretionary Grant Section 5339(c) Low or No Emissions Discretionary Federal Grant funding for FY 2022 as well as any subsequent assurances or other documentation required by the FTA, in connection with said application and funding allocation.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Board President

\_\_\_\_\_  
Secretary-Treasurer

	Partner	Qty	Unit Cost	Base Unit Cost	Federal %	Local %	5339(c) Federal Unit Cost	5339(c) Local Match Unit Cost	Total Federal 5339(c) Amount
<b>Buses</b>									
40' FCEBs	New Flyer	2	\$ 1,200,000	\$ 2,400,000	85%	15%	\$ 2,040,000	\$ 360,000	\$ 2,040,000
CNG Cutaways	Tesco	12	\$ 256,000	\$ 3,072,000	85%	15%	\$ 2,611,200	\$ 460,800	\$ 2,611,200
Data Access Tools	New Flyer	2	\$ 2,000	\$ 4,000	85%	15%	\$ 3,400	\$ 600	\$ 3,400
<i>Bus Subtotal</i>				\$ 5,476,000					\$ 4,654,600
<b>Facilities</b>									
Switchgear Design, Equipment, and Installation	Bowen Associates	1	\$ 1,000,000	\$ 1,000,000	90%	10%	\$ 900,000	\$ 100,000	\$ 900,000
Fuel Cell Generator Design, Equipment, Installation	Power to Hydrogen	1	\$ 6,000,000	\$ 6,000,000	90%	10%	\$ 5,400,000	\$ 600,000	\$ 5,400,000
<i>Facilities Subtotal</i>				\$ 7,000,000					\$ 6,300,000
<b>Grand Total</b>				<b>\$ 12,476,000</b>			<b>Grand Total</b>		<b>\$ 10,954,600</b>

Stark Area Regional Transit Authority

Resolution # \_\_\_\_\_, 2022

A Resolution Of Approval For The Zero-Emission Transition Plan To Be Submitted With The Federal Transit Administration’s (FTA) Low Or No Emission Program Application (5339(C))

Whereas, SARTA will be required to maintain a Zero-Emission Transition Plan anytime that the agency seeks to apply for FTA Low or No Emission (5339(c)) funds, and

Whereas, this plan will also be used to apply for rounds of Bus and Bus Facilities Competitive (5339(b)) funds, and

Whereas, this plan will be updated based on changes in the fleet in order to continually demonstrate the transition the SARTA fleet is making toward zero-emissions in order to qualify for funds awarded through these two programs,

Now be it resolved by the Stark Area Regional Transit Authority Board of Trustees, that the Zero-Emission Transition Plan be submitted with the FTA application for Low or No Emission (5339(c)) grant application.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Board President

\_\_\_\_\_  
Secretary-Treasurer

# Zero-Emission Transition Plan

A Commitment to a Greener Tomorrow



May 2022



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- 2. Availability of Resources ..... 4**
- 3. Policy & Legislative Impacts ..... 5**
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# Introduction & Agency Overview

Stark Area Regional Transit Authority (SARTA) was organized in 1997 as the newly funded county-wide public transit provider for Stark County based in Canton, Ohio. Through a dedicated 0.25% sales tax levy – last passed in 2016 for ten (10) years – SARTA was able to provide expanded fixed-route and paratransit services to more than just the cities of Canton and Massillon. Other municipalities benefiting from this service are Hartville, Uniontown, Greentown, even Akron and Cleveland through express fixed routes. These routes help people move among four (4) counties in the region.

Most recently, SARTA entered into a partnership with Community Action of Wayne & Medina Counties (CAW/M) establishing the Wayne County Transit (WCT) providing countywide demand response service to the residents of Wayne County, Ohio. This was achieved through the acquisition of \$1 million in 5311 funds. Moving people in the most efficient, affordable, and sustainable ways will continue to be the mission of SARTA.

According to the 2020 census, Stark County has a population of 374,853 people and covers 575.27 square miles. Besides the sales tax, SARTA is also funded through state and federal grants and programs when applicable. SARTA runs on a \$15.9 million budget. With the introduction of WCT, SARTA added another county with a population of 116,710 people and an additional 554.93 square miles in coverage.

SARTA fully operates from its main facility located in Canton, Ohio with four (4) transit centers located in Alliance, Canton, Plain Township, and Massillon. These facilities are also evaluated, along with the fleet, for how best to deliver the most environmentally friendly service possible to the residents of Stark County. Just having these facilities in place allows us to move residents about in an economical fashion where they can travel from community to community with ease.

SARTA has compiled a Zero-Emissions Bus Plan (ZEB) to document past, current, and future initiatives to create a greener way of producing and delivering the service provided to the greater Stark County area. The purpose of this plan is to look back at what has already been accomplished, evaluate those undertakings, and look ahead to determine what else can be done with the vehicles and facilities operated by SARTA.

Sections 1-6, along with Appendices A and B, of this plan will address the six (6) criteria the Federal Transit Administration (FTA) has set forth for agencies looking to obtain the Low or No Emissions and Bus and Bus Facilities funding opportunities. With seventeen (17) Hydrogen Fuel Cell (HFC) vehicles in the fleet already, SARTA can begin to set goals on how to continue transitioning the fleet to zero-emissions. This plan evaluates the Greenhouse Gas (GHG) Emissions of the SARTA fleet by looking back at 2015 emissions and comparing them to 2021. This created a baseline of data for SARTA to move forward with. The plan will allow future organizational goals to be set that fall in line with current Federal goals for zero-emissions fleets and greener consumption of facility resources.



# I. Fleet Management Plan

*Demonstrate a long-term fleet management plan with a strategy for how the applicant intends to use the current request for resources and future acquisitions.*

SARTA has been using environmentally friendly alternative fuels since 2009 when the first hybrid-electric bus was added to the fleet. Since that time, they have made use of Compressed Natural Gas (CNG) and even opened a public fueling station to allow other fleet operators in the area the opportunity to take advantage of this low-emissions fuel source. Going one-step further ensuring SARTA's contribution to environmentally friendly fleet operations, they have now begun using Hydrogen Fuel Cell (HFC) technology to power a zero-emissions fleet and have begun researching ways to bring that fuel production to not only Ohio, but SARTA's main campus. SARTA began running HFC vehicles in 2016 building up a fleet of twelve (12) fixed route buses and added five (5) demand response vans to the fleet just this year for a total of seventeen (17) HFC vehicles with their own livery so they stand out when on the road.

SARTA is asking for a total of two (2) HFC buses and ten (10) CNG vans in this Low or No Emissions program ask. This along with the award of one (1) HFC bus awarded through the Diesel Emissions Reduction Grant (DERG) will provide the potential of removing thirteen (13) gasoline and/or diesel vehicles from the fleet. SARTA also launched a feasibility study to bring Streetcar service to Stark County powered by HFC technology.

The Zero-Emissions Bus Transition Plan will help SARTA focus on the goals needed to continue to achieve net-zero goals. To do this, Green House Gas (GHG) Emissions were calculated for years 2015 and 2021. The fuel categories operated by SARTA during those years were 1960-2006 Diesel, 2007-2018 Diesel, Gasoline, CNG, and HFC. In 2015, SARTA operated 107 vehicles in both the revenue and non-revenue fleets. At that time, the fleet consisted of 57% strictly diesel and gasoline powered vehicles and only 43% were some sort of alternative fuel or hybrid technology. By 2021, those numbers began to flip in the other direction reducing the gasoline and diesel fleet by 21% and increasing the alternative – hydrogen and CNG – fleet by 54%.

Currently, SARTA fuels their HFC fleet on-site through a traditional fuel delivery and storage system. This process is how fuels have been delivered to fleet operators for years and is not immune to the effects of inflation and workforce shortages. Even with these problems, SARTA continues to see the benefits of HFC technology and is beginning to look at producing this resource on-site through Steam Methane Reformation (SMR). SMR will allow SARTA to produce hydrogen at their main facility rather than being at the mercy of the fuel suppliers. SARTA is also looking into using this power to take on another service option for the residents of the greater Canton area – Streetcar. Part of the 2022 feasibility study will be to illustrate what other agencies have done with Streetcars powered by hydrogen rather than traditional electric to save on expensive infrastructure and a power source that, at times, can be environmentally unsustainable. SARTA will continue to seek out grants that promote the use of zero-emissions technology such as DERG and CMAQ to fund a zero-emissions program.

SARTA is also looking to expand their CNG compressing stations making this alternative fuel

more readily available for not only the SARTA fleet, but other fleet operators utilizing this alternative fuel. SARTA also makes the hydrogen available to the public and will continue to do so with the construction of the SMR facility.

SARTA works to do more than just operate a green fleet. There are also administrative initiatives as well. SARTA has begun researching ways of incorporating solar power for the administrative facility and utilizing HFC technology to provide back-up power. In 2021, SARTA wrapped up an organizational-wide LED lighting conversion project where reducing electrical consumption was the goal and it was met with success. For the same years that the GHG emissions were calculated, electrical consumption was evaluated as well using cost as the variable. SARTA reduced their electrical costs by 16.34% and through the addition of solar would look to make their facilities even more green through on-site electrical production.

This year, SARTA began evaluating and studying the current and future electrical needs for the main campus. Along with solar, other electrical components require updating to handle the additional demand from the expanded CNG and hydrogen stations. New buildings are being designed in a way that will support solar on their roofs. The current garage was evaluated for solar load capacity as well.

## 2. Availability of Resources

*Address the availability of current and future resources to meet costs for the transition and implementation.*

SARTA has set environmentally sustainable goals for its fleet and facilities where in addition to this Low or No Emission ask, they have been able to secure funding for most of the named projects. The CNG and hydrogen station upgrades as well as vehicle acquisition all have funding availability from other sources helping to make this transition plan more viable for SARTA where all costs are not coming from any one source. The list of projects utilizing funding sources other than Low or No Emissions is listed below:

1. CNG & Hydrogen Station Upgrades
  - a. Congestion Mitigation & Air Quality (CMAQ)
  - b. Urbanized Area Formula Grants (5307)
  - c. Ohio Transit Partnership Program (OTP2)
  - d. Urban Transit Program (UTP)
2. Low- & Zero-Emissions Buses
  - a. Diesel Emissions Reduction Grant (DERG)
  - b. Urbanized Area Formula Grants (5307)
  - c. Elderly & Disabled (5310)
  - d. Bus & Bus Facilities (5339)
  - e. Congestion Mitigation & Air Quality (CMAQ)

Currently, SARTA is looking into the feasibility of introducing streetcar service to Stark County. This study will identify resources to meet the needs of adding this service. The study will also evaluate the feasibility of being awarded funding to provide this service using Hydrogen Fuel Cell rail cars. This would make use of potential resources SARTA seeks to add to its campus such as increased hydrogen fueling and production capabilities. One of the resources the study has identified would be the FTA New Starts Program. As of this writing, this study is only a month and a half complete and will take a full six months for completion.

# 3. Policy & Legislative Impacts

## *Consider policy and legislation impacting relevant technologies.*

SARTA wrote the *Climate Action Plan 2027* as a direct result of the Biden Administration’s goals of reducing Greenhouse Gas (GHG) emissions by 50%-52% from 2005 levels by 2030. This plan laid out goals for achieving this as well as past and current initiatives being taken on by SARTA. Appendices A and B contain tables addressing the results of this study for SARTA’s GHG reductions as well as fuel use and consumption from the year 2015 to 2021.

Going forward with this ZEB plan, SARTA will continue to study and document the transition of its fleet and the effects that has on GHG emissions where the goals set forth through this administration can be met with the help of SARTA. The study done through the *Climate Action Plan 2027* showed that the increase in the Hydrogen fleet helped reduce the amount of Carbon Dioxide emissions by 37% annually and 27% by annual vehicle mile. With an additional 5 Hydrogen vehicles being added in 2022, as well as the vehicles added through this Low or No Emissions Program ask, SARTA should have no problem reducing GHG Emissions another 37% over the next six (6) years.

In addition to federal policy that is helping guide these initiatives and goal setting, SARTA will seek approval of its board of trustees through resolution. This way there is open dialogue and transparency regarding how SARTA will continue to move its fleet into the future. The SARTA Board of Trustees has always been supportive of SARTA moving toward a zero-emissions fleet as demonstrated through resolutions 10, 11, 12, and 31 in 2015 when the first hydrogen buses were ordered and the fueling station construction was approved.

While SARTA does maintain their own environmental goals and initiatives, they also will take note of local, state, and federal initiatives as well. SARTA works closely with their MPO, the Stark County Area Transportation Study (SCATS), to ensure local initiatives can be met for GHG emission reduction. Most notably would be those laid out in this plan as well as goals from SCATS plans too. Currently SARTA puts 73 vehicles on the road each day transporting approximately 4100 people which helps to reduce congestion within Stark County by reducing single-occupancy vehicles on the road. This is in addition to ensuring SARTA vehicles are environmentally friendly too.

## 4. Evaluation of Facilities

*Include an evaluation of existing and future facilities and their relationship to the technology transition.*

SARTA recently completed the *Climate Action Plan 2027* for the FTA's Sustainable Transit for a Healthy Planet Challenge. This document looked back at the last six (6) years to evaluate what had been done to not only the fleet to make it more environmentally sustainable, but also looked at the SARTA facilities as well. In total, there are four (4) buildings currently that SARTA oversees and maintains. At the main campus, SARTA also has three (3) alternative fueling stations. Various projects have been completed in the last ten (10) years to better enable SARTA to operate a cleaner service and not just a cleaner fleet.

In 2011, SARTA built the Belden Village Transit Center. This transit center allowed for more convenient transfers and reduced trip lengths. It is heated and cooled with geothermal technology. In 2021, the building was part of an agency-wide lighting upgrade to LED as a way to reduce the amount of electrical consumption during the service day. Electric charging stations were also added for use by the public and employees parking at the center.

In 2021, SARTA finalized design elements to the new Massillon Transit Center and the new administration building. These buildings will incorporate green elements that will help reduce electrical consumption using LED lighting and design elements that draw in natural light to inner spaces. The buildings themselves are also being structured to support future use of solar power. Electric vehicle charging stations will also be placed at the Massillon Transit Center

In 2012, SARTA began using Compressed Natural Gas (CNG) buses in its fleet and built stations on-site to not only fuel the SARTA fleet, but also to allow other fleet operators the ability to make use of this greener alternative fuel. In 2016, a groundbreaking was held for the new Hydrogen fuel station and the first Hydrogen Fuel Cell bus in Ohio arrived on site. This new station also allowed for the public to make use of SARTA's on-site storage of Hydrogen to encourage other operators to begin running greener fleets in the Northeast Ohio region. By 2022, SARTA began running a total of seventeen (17) Hydrogen powered vehicles in their fleet and look to add more throughout the year.

2021 also brought on the evaluations of HVAC and further electrical systems upgrades and improvements for the main campus located in Canton, Ohio. It was found that the current HVAC system was still operable, but there were some repairs necessary to make it run more efficiently. Further evaluation has resulted in the search for funding to have a completely new energy efficient system to be installed. The current electrical needs of the main campus are also under evaluation. By evaluating cost, it was found the LED lighting project saved SARTA \$32,819 over the last six years. Solar power is the newest way that SARTA will look to achieve its net-zero goals. Current buildings are being evaluated to support the technology while new buildings are being designed to do so. The service to the main campus will receive the necessary equipment upgrades to support the future use of solar. Hydrogen fuel cell is also being researched to provide back-up power to the facility should the main power be lost.

## 5. Partnerships with Utility/Fuel Provider

*Describe the partnership of the applicant with the utility or alternative fuel provider.*

SARTA works closely with the natural gas supplier, Dominion Energy, on several projects. Currently they provide the natural gas used to power various items throughout the buildings operated by SARTA. In addition, SARTA uses them as the source of compressed natural gas for both fueling stations. Dominion joined the Hydrogen Hub Alliance with SARTA to help promote and educate the region on the benefits of the use of hydrogen as a fuel source. Hydrogen being made available through the hub in Ohio will allow other industries to take advantage of this clean fuel source. Everything from steel and glass production to Cummins entering a new era of powering vehicles can benefit through the use of hydrogen. Dominion will continue to be the natural gas supplier for the new Steam Methane Reformation (SMR) facility where it is planned to have Hydrogen produced on-site.

Currently, SARTA receives its hydrogen just like their diesel fuel. Transporting fuel to the property can be a counter-productive way to run a green fleet. While SARTA controls the use of the Hydrogen, they do not control the fuel used to deliver it. The relationship between SARTA and Air Products is a good one, however Air Products is not immune to issues within the supply chain. More than once during the pandemic, SARTA could not receive the agreed upon full deliveries of Hydrogen. Through SMR, the relationship with Dominion will become stronger through the strengthened ability to producing the appropriate amount of hydrogen necessary to provide service.

## 6. Impact to Workforce

*Examine the impact of the transition on the applicant's current workforce by identifying skill gaps, training needs, and retraining needs of the existing workers of the applicant to operate and maintain zero-emission vehicles and related infrastructure and avoid displacement of the existing workforce.*

Once introduced in 2016, Hydrogen Fuel Cell was a completely new concept at SARTA. There were many training opportunities and skill gaps that needed to be addressed before the vehicles could be placed in service. The maintenance and transportation departments both had to be given instruction on the care and operation of these new vehicles. Even the administrative staff were given the opportunity to learn to drive the vans and buses, if licensed to do so, in order to deepen their understanding of the technology. Tasks as simple as fueling the vehicle were suddenly new and unfamiliar.

SARTA vehicles are worked on by trained mechanics. Our team was able to learn how to work on these vehicles. Time and money was invested to educate the current maintenance staff rather than hire new. Working on the HFC vehicles became a way to advance one's career here at SARTA. This was a completely different power train from the traditional diesel and gasoline powered vehicles and the mechanics have worked hard to acquire new skill. The service crew was also shown how to operate and fuel the vehicles safely. In addition to vehicles, this Low or No Emissions Program ask will also be for parts and training equipment so our team can stay on the cutting edge of the HFC technology.

The drivers also went through training to operate hydrogen vehicles and to understand the technology powering the vehicle they were operating. This was done through the SARTA Training Department. New hires who come with a CDL and/or CDL classes created through promotion are trained to operate the hydrogen fuel cell vehicles and will continue to be refreshed as required. This will also be highly important as more manufacturers begin producing HFC buses that may differ slightly just as the diesel buses can differ from manufacturer to manufacturer.

As the SMR station is constructed, some staff will need to have a working knowledge of that system as well. This will provide any insight as to procedural changes that may be necessary for fueling. The SMR station will also be planned to operate around the SARTA service needs where Hydrogen consumption will need to be studied in order to produce enough for daily service and create a storage of back-up Hydrogen for times the production may fail or require scheduled maintenance.

# Appendix A: Greenhouse Gas Inventory

Below is the SARTA Greenhouse Gas Emissions Inventory for years 2015 and 2021 with calculations for the change in GHG emissions. Calculations were also done for showing the reduction in fuel consumption for the two years. The increase in gasoline can be attributed to the increase in the non-revenue fleet where gasoline is more readily available for vehicles of this size.

## 2015 Annual Emissions

2015	Diesel Bus MY1960-2006	Diesel Bus MY07-18	Gasoline Bus (MY18)*	CNG ICE Bus	Fleet Total
CH4 Emissions (grams)	1,659	21,003	2,073	14,830,670	<b>14,855,405</b>
N2O Emissions (grams)	1,561	95,288	2,073	1,483	<b>100,405</b>
CO2 (grams)	712,790,730	3,437,257,760	42,187,900	7,220,913	<b>4,199,457,303</b>
2015	Diesel Bus MY1960-2006	Diesel Bus MY07-18	Gasoline Bus (MY18)*	CNG ICE Bus	Fleet Total
CH4 Emissions (grams) to MTCO2e	0	0.59	0	415	<b>416</b>
N2O Emissions (grams) to MTCO2e	0	25.25	1	0	<b>27</b>
CO2 (grams) to MTCO2e	713	3,437.26	42	7	<b>4,199</b>
<b>Annual MTCO2e</b>	<b>713</b>	<b>3,463.10</b>	<b>43</b>	<b>423</b>	<b>4,642</b>
<b>Annual MTCO2e per VMT</b>	<b>0</b>	<b>0.00156641</b>	<b>0.00067305</b>	<b>0.000285134</b>	<b>0.001136967</b>

## 2021 Annual Emissions

2021	Diesel Bus MY1960-2006	Diesel Bus MY07-18	Gasoline Bus (MY18)*	CNG ICE Bus	Fleet Total	Difference	Change
CH4 Emissions (grams)	11	14,260	5,630	18,354,860	<b>18,374,762</b>	3519356.89	23.69%
N2O Emissions (grams)	10	64,697	5,630	1,835	<b>72,174</b>	-28231.35	-28.12%
CO2 (grams)	5,564,450	2,272,123,190	96,896,080	9,148,459	<b>2,383,732,179</b>	-1815725123.74	-43.24%
2021	Diesel Bus MY1960-2006	Diesel Bus MY07-18	Gasoline Bus (MY18)*	CNG ICE Bus	Fleet Total	Difference	Change
CH4 Emissions (grams) to MTCO2e	0	0.40	0	514	<b>514</b>	98.54	23.69%
N2O Emissions (grams) to MTCO2e	0	17.14	1	0	<b>19</b>	-7.48	-28.12%
CO2 (grams) to MTCO2e	6	2,272.12	97	9	<b>2,384</b>	-1815.73	-43.24%
<b>Annual MTCO2e</b>	<b>6</b>	<b>2,289.67</b>	<b>99</b>	<b>524</b>	<b>2,917</b>	<b>-1724.66</b>	<b>-37.15%</b>
<b>Annual MTCO2e per VMT</b>	<b>0</b>	<b>0.001525327</b>	<b>0.000570582</b>	<b>0.000285249</b>	<b>0.000830809</b>	<b>0.00</b>	<b>-26.93%</b>



**Fleet Miles and Fuel Consumed**

Year	Diesel Bus MY1960-2006		Diesel Bus MY 2007-2018		Gasoline Bus		CNG Bus			Hydrogen	
	gallons	VMT	gallons	VMT	gallons	VMT	GGE	Cubic Feet	VMT	kg	VMT
2015	69,813	325,307	336,656	2,210,849	4,805	63,584	260,059	132,630	1,483,067	0	0
Year	Diesel Bus MY1960-2006		Diesel Bus MY 2007-2018		Gasoline Bus		CNG Bus			Hydrogen	
	gallons	VMT	gallons	VMT	gallons	VMT	GGE	Cubic Feet	VMT	kg	VMT
2021	545	2,164	222,539	1,501,099	11,036	172,711	329,479	168,034	1,835,486	40,761	230,261
	Diesel				Gasoline		CNG			Hydrogen	
Difference	-	-			6231	109,127	69,420	35,404	352,419	40,761	230,261
Change	-45.12%	-40.73%			129.68%	171.63%	26.69%	26.69%	23.76%	100.00%	100.00%

# Appendix B: Vehicle Inventory by Fuel Type

Below are tables illustrating the SARTA fleet by fuel type then by fuel class where the fuel types were grouped together based on expected levels of emissions.

**2015-2022 Vehicle Count by Fuel Type**

	<u>2015</u>	<u>% Fleet</u>	<u>2021</u>	<u>% Fleet</u>	<u>Difference</u>	<u>% Change</u>
1960-2006 Diesel	8	7.48%	1	0.88%	-7	-87.50%
2007-2018 Diesel	46	42.99%	32	28.32%	-14	-30.43%
Gasoline	7	6.54%	15	13.27%	8	114.29%
CNG	39	36.45%	48	42.48%	9	23.08%
Hydrogen	0	0.00%	12	10.62%	12	
Diesel/Electric	4	3.74%	2	1.77%	-2	-50.00%
Gasoline/CNG	3	2.80%	3	2.65%	0	0.00%
<b>Total</b>	<b>107</b>		<b>113</b>		<b>6</b>	<b>5.61%</b>

**2015-2022 Vehicle Count by Fuel Class**

	<u>2015</u>	<u>% Fleet</u>	<u>2021</u>	<u>% Fleet</u>	<u>Difference</u>	<u>% Change</u>
Fossil	61	57.01%	48	42.48%	-13	-21.31%
Alternative	39	36.45%	60	53.10%	21	53.85%
Hybrid	7	6.54%	5	4.42%	-2	-28.57%
<b>Total</b>	<b>107</b>		<b>113</b>			