



Board of Trustees
Meeting

August 24, 2022
5:00PM

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

Mr. Macala called the meeting to order at 5:04 pm.

Attendance

Board (Quorum Present)

Ron Macala (President), James, Reinhard (Vice President), Greg Blasiman, Margaret Egbert, Amanda Fletcher, Ed Grier, Rex Morey

Staff

Kirt Conrad (Executive Director/CEO), Carrie Domer (Director, Finance), Clayton Popik (Director, Special Projects & Development), Latrice Virola (Director, Customer Relations), Tammy Marie Brown (Director, Human Resources), Craig Smith (Director, IT), Michael Mouser (HR Manager)

Other

Paul Malesick (KWGD), Tim Rosenberger (WSP)

Streetcar Presentation

Mr. Rosenberger updated the Board on the progress of the Streetcar Feasibility Study. Public and advisory meetings have been held and Hall of Fame projections are in process. The study is expected to be completed in a few months.

Approval/Correction of Meeting Minutes

June 22, 2022

July 13, 2022

Ms. Egbert moved to adopt the meeting minutes. Mr. Blasiman seconded the motion; vote passed unanimously.

Finance Committee Report

Mr. Reinhard informed the Board that a meeting was held to discuss investments. SARTA is in compliance with policy and statutory mandates. The committee is considering Commercial Paper and any changes to policy that may be necessary to be up to date with mandates.

Departmental Reports

Transportation & Maintenance (Mark Finnicum)

- Ridership has increased, primarily in Proline.

- Pro Football Hall of Fame preparation is underway.
- Four (4) new buses, allocated for the Wayne County trips, were delivered.

Finance (Carrie Domer)

- The Annual State Audit is complete.
- SARTA's annual report was submitted to the Government Finance Officers Association, GFOA.

Development & Special Projects (Clayton Popik)

- Twelve (12) vehicles are dedicated to Wayne County Services.
- The Gateway Parking lot is scheduled to be complete soon.

Customer Relations (Latrice Virola)

- The Score Card launched on July 13, 2022. During this time, five hundred (500) Score Cards were purchased.

Information Technology (Craig Smith)

- IT is working with GFI regarding Score Card issues.
- The Website is still underway and will be coming soon.

Human Resources (Tammy Marie Brown)

- SARTA has hired a Route Coordinator from Metro and will start on August 1, 2022.
- The Grants Manager has been hired and is currently employed by Stark Metropolitan Housing Authority (SMHA).
- Clinic utilization is up with visits and prescriptions.
- SARTA training staff will be training two (2) City of Canton employees to gain their CDL Class B license.
- Nine (9) individuals were offered Coach Operator positions.

Communications from Executive Director/CEO

- Kirt Conrad attended a zoom call with the Lieutenant Governor about the new Gateway HUB.
- Discussions continue with the Charleston, West Virginia Coalition.
- Once the Streetcar Feasibility Study is complete, SARTA will more than likely take the issue to voters.

Resolutions

Resolution #29

A Resolution To Apply For Urban Transit Program State Grant Funding For Fiscal Year 2023

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

Adjournment

Mr. Grier moved to adjourn the meeting at 6:36 pm. Ms. Fletcher seconded the motion.

Transportation & Maintenance



Mark Finnicum
Chief Operations Officer

SARTA RIDERSHIP REPORT

July 2022

2021 Operating Days 22 Weekdays, 5 Saturdays

2022 Operating Days 21 Weekdays, 5 Saturdays

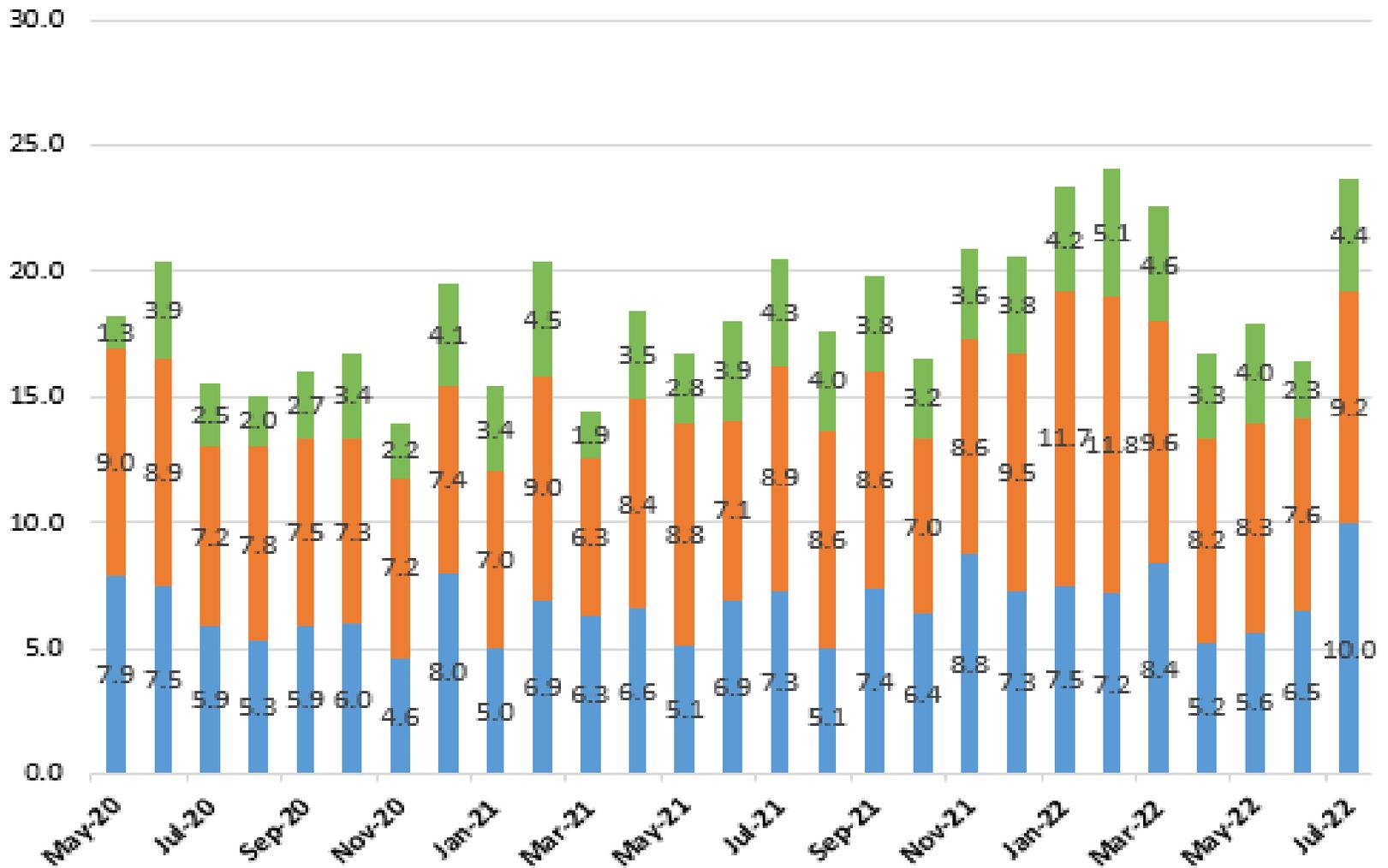
<i>Ridership</i>	CURRENT MO.				YTD			
	2022	2021	change	%	2022	2021	change	%
Fixed Route	91,013	89,240	1,773	1.99%	610,149	597,098	13,051	2.19%
Other Revenue	1,314	1,262	52	4.12%	4,106	5,722	-1,616	100.00%
Paratransit	8,331	8,405	-74	-0.88%	64,140	54,005	10,135	18.77%
CS-Out of county	0	175	-175	0.00%	2,414	554	1,860	100.00%
Total	100,658	99,082	1,576	1.59%	680,809	657,379	23,430	3.56%

<i>Vehicle Operations</i>	CURRENT MO.				YTD	PRIOR YTD		
	2022	2021	change	%	2022	2021	change	%
Fixed Route	181,300	195,275	-13,975	-7.16%	1,287,398	1,301,411	-14,013	-1.08%
Other Revenue	2,086	2,506	-420	-16.76%	9,760	12,342	-2,582	100.00%
Fixed Deadhead	9,694	10,788	-1,094	-10.14%	70,509	72,091	-1,582	-2.19%
Paratransit	87,731	87,329	402	0.46%	620,013	582,258	37,755	6.48%
CS-Out of county	0	8,149	-8,149	0.00%	60,470	23,868	36,602	100.00%
Para Deadhead	17,753	14,170	3,583	25.29%	17,753	87,554	-69,801	-79.72%
Total	298,564	318,217	-19,653	-6.18%	2,065,903	2,079,524	-13,621	-0.66%

<i>Hours</i>	CURRENT MO.				YTD			
	2022	2021	change	%	2022	2021	change	%
Fixed Route	11,067	11,996	-929	-7.74%	79,070	80,214	-1,144	-1.43%
Other Revenue	44	155	-111	-71.61%	344	572	-228	100.00%
Paratransit	4,975	5,243	-268	-5.11%	37,497	31,986	5,511	17.23%
CS-Out of county	0	259	-259	-100.00%	2,822	725	2,097	100.00%
Total	16,086	17,653	-1,567	-8.88%	119,733	113,497	6,236	5.49%

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	10,098	1,284	638	57	84	40	7,995	120,990	15.133
June	10,393	1,207	595	68	79	24	8,420	127,842	19.9
July	9,732	1,226	600	97	90	43	7,676	127,211	29.1
August									
September									
October									
November									
December									
Year to Date Totals	70,273	9,120	4,960	506	663	278	54,746	845,604	17.93

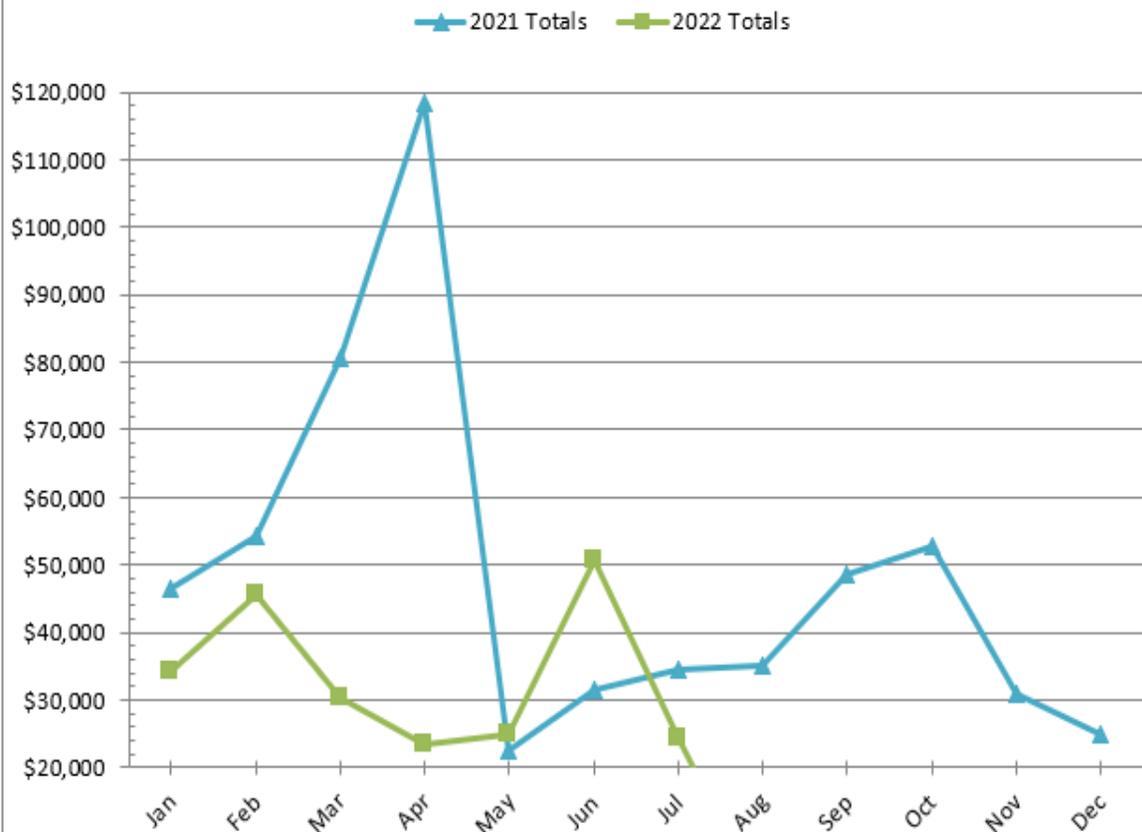
Proline "Shared Ride" Service Statistics for the month of

Month	Trips Scheduled	Advanced Cancels	Same Day Cancels	No - Shows	Late Cancels	Cancels at the Door	Total Performed Trips	Vehicle Miles	Miles per Trip
July	9,732	1,226	600	97	90	43	7,676	127,211	29.1

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	\$25,071.00	May	\$22,567.00	9.99%
Jun	\$50,675.20	Jun	\$31,629.50	37.58%
Jul	\$24,246.75	Jul	\$34,501.00	-42.29%
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	\$233,814.95	Year-to-Date	\$388,417.00	-66.12%

Pass/Ticket Sales Comparison, 2022 - 2021



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	\$1,303	\$1,211	\$0	\$6,357	\$14,449	\$11,571	\$9,320	\$3,150	\$0	\$0	\$0	\$275	\$0	\$3	\$25,071	22,567.00
Jun	\$1,566	\$1,572	\$0	\$5,204	\$41,013	\$20,647	\$8,096	\$4,192	\$0	\$0	\$0	\$0	\$0	\$15	\$50,675	31,629.50
Jul	\$1,071	\$1,620	\$0	\$5,849	\$18,230	\$23,651	\$4,861	\$3,367	\$0	\$0	\$28	\$0	\$57	\$15	\$24,247	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
Total	\$9,468	\$18,480	\$0	\$88,884	\$170,902	\$325,936	\$53,184	\$147,143	\$0	\$0	\$193	\$414	\$69	\$56	\$233,815	580,913.50

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	\$1,057.50	\$1,500.00	\$742.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,632.50
10-Ride Reduced	\$420.00	\$367.50	\$727.50	\$592.50	\$697.50	\$450.00	\$307.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,562.50
10-Ride Regular	\$1,140.00	\$735.00	\$1,500.00	\$791.50	\$945.00	\$1,800.00	\$465.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,376.50
1-Ride Proline	\$29.25	\$157.50	\$47.25	\$141.75	\$74.25	\$114.75	\$78.75	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$643.50
1-Ride Reduced	\$185.25	\$169.50	\$225.75	\$246.00	\$341.25	\$211.50	\$258.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,637.25
1-Ride Regular	\$618.00	\$789.00	\$3,419.50	\$1,528.50	\$2,797.50	\$1,069.95	\$1,731.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,953.45
31-Day Proline	\$4,851.00	\$11,403.00	\$4,536.00	\$3,339.00	\$3,843.00	\$5,499.00	\$3,285.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$36,756.00
31-Day Reduced	\$5,940.00	\$5,467.50	\$4,117.50	\$922.50	\$675.00	\$1,642.50	\$1,665.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,430.00
31-Day Regular	\$17,055.00	\$23,535.00	\$12,780.00	\$13,455.00	\$13,072.50	\$32,175.00	\$12,892.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$124,964.50
31-Day Student	\$495.00	\$440.00	\$385.00	\$247.50	\$275.00	\$4,400.00	\$137.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,380.00
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	\$1,704.00	\$1,086.00	\$1,426.25	\$1,209.00	\$1,218.00	\$1,734.00	\$2,625.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,002.25
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	\$7.00	\$8.50	\$4.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$36.50
Cleveland	\$62.50	\$47.50	\$57.50	\$80.00	\$67.50	\$70.00	\$55.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$440.00
	\$ 34,303.00	\$45,688.50	\$ 30,261.75	\$ 23,568.75	\$25,071.00	\$ 50,675.20	\$24,246.75	\$ -	\$233,814.95				

2022-2021 Ridership by Fixed Route

Route	July 2022	July 2021	Difference	Percentage Change
4	225	438	-213	-48.63%
45	1,484	1,628	-144	-8.85%
81	5,777	4,830	947	19.61%
101	2,572	2,281	291	12.76%
102	16,320	16,650	-330	-1.98%
103	2,494	2,930	-436	-14.88%
105	5,068	5,880	-812	-13.81%
106	6,723	6,914	-191	-2.76%
107	2,994	2,530	464	18.34%
108	4,977	4,208	769	18.27%
110	3,019	2,368	651	27.49%
111	4,209	3,370	839	24.90%
113	1,730	1,357	373	27.49%
114	2,240	1,909	331	17.34%
117	3,185	3,106	79	2.54%
118	2,316	1,694	622	36.72%
119	4,909	4,185	724	17.30%
121	886	1,227	-341	-27.79%
122	461	557	-96	-17.24%
124	549	1,336	-787	-58.91%
125	1,440	1,275	165	12.94%
126	523	871	-348	-39.95%
128	954	1,125	-171	-15.20%
130	1,188	721	467	64.77%
131	2,001	1,938	63	3.25%
132	1,306	2,101	-795	-37.84%
133	251	0	0	100.00%
139	7,983	7,518	465	6.19%
151	529	378	151	39.95%
152	602	500	102	20.40%
153	666	345	321	93.04%
154	0	0	0	0.00%
156	0	0	0	0.00%
157	209	150	59	39.33%
158	182	98	84	85.71%
Total	89,972	86,170	3,802	4.41%

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

Route	July 2022	July 2021	Difference	Percentage Change
4	1,937	2,162	-225	-10.41%
45	11,192	11,258	-66	-0.59%
81	38,844	32,356	6,488	20.05%
101	16,259	17,241	-982	-5.70%
102	111,488	109,277	2,211	2.02%
103	18,702	17,796	906	5.09%
105	39,617	38,471	1,146	2.98%
106	47,855	40,142	7,713	19.21%
107	21,271	17,829	3,442	19.31%
108	32,657	29,855	2,802	9.39%
110	18,904	16,774	2,130	12.70%
111	26,518	23,423	3,095	13.21%
113	12,023	9,724	2,299	23.64%
114	15,011	13,830	1,181	8.54%
117	22,019	20,621	1,398	6.78%
118	14,850	11,834	3,016	25.49%
119	30,445	27,683	2,762	9.98%
121	5,756	10,335	-4,579	-44.31%
122	3,484	3,444	40	1.16%
124	3,281	7,891	-4,610	-58.42%
125	8,353	8,023	330	4.11%
126	4,702	5,287	-585	-11.06%
128	7,107	8,981	-1,874	-20.87%
130	8,325	6,789	1,536	22.62%
131	11,917	13,163	-1,246	-9.47%
132	7,213	13,517	-6,304	-46.64%
133	2,510	0	2,510	100.00%
139	50,411	46,142	4,269	9.25%
151	2,924	2,440	484	19.84%
152	4,232	3,492	740	21.19%
153	2,879	2,719	160	5.88%
154	0	1,576	-1,576	-100.00%
156	0	65	-65	-100.00%
157	1,477	861	616	100.00%
158	1,247	268	979	100.00%
Total	605,410	574,075	31,335	5.46%

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

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

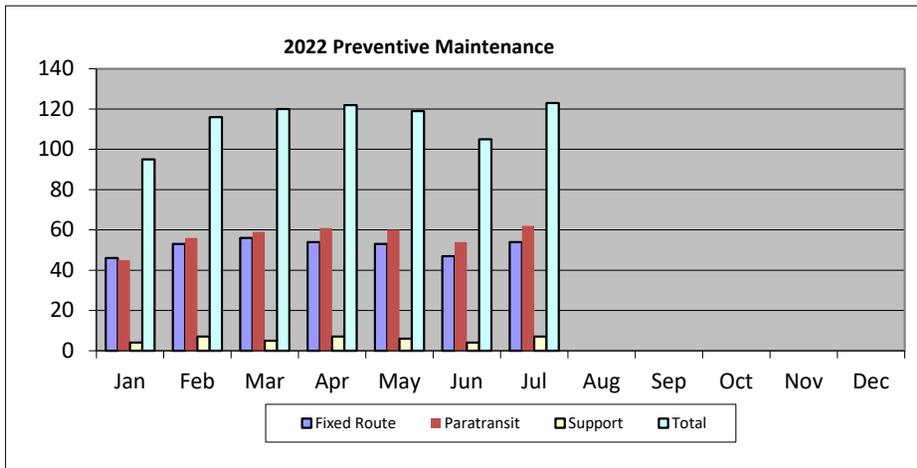
1. There was a total of 123 Preventive Maintenance Inspections
 - 54 Fixed Route Buses
 - 62 Paratransit Buses
 - 07 Support Vehicle
2. There was a total of 65 Wheelchair Inspections
3. There was a total of 07 Heat & Air Conditioning Inspections
4. There was a total of 17 Farebox Inspections
5. There was a total of 11 Front End Alignments
6. There was a total of 100 Bus Exchanges
7. There was a total of 04 CNG Recertification Inspections
8. There was a total of 09 Avail System Inspections
9. There was a total of 63 Bi-Monthly Camera Inspections
10. There was a total of 10 Road Calls
 - 07 Fixed Route Buses – 07 Towed
 - 00 Non-Revenue Vehicle – 00 Towed
 - 03 Paratransit Buses – 01 Towed
11. There was a total of 06 Warranty Repair
12. There were 00 job related injuries reported.

2022	Preventive Maintenance Costs	Repair Costs	Total	Diesel Gallons Used 2021	Diesel Gallons Used 2022	SARTA CNG GGE Used 2021	SARTA CNG GGE Used 2022	CNG Public Use GGE 2021	CNG Public Use GGE 2022	Hydrogen Usage KG 2021	Hydrogen Usage KG 2022
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	17869	24623.829	23937.547	628.753	620.504	3940	8204
May	\$15,532.47	\$66,242.50	\$81,774.97	18520	17597	22338.709	26218.24	854.696	881.198	3869	6592
Jun	\$13,235.94	\$69,836.66	\$83,072.60	20675	18338	26956.161	31973.157	706.574	963.326	4290	5216
Jul	\$14,811.92	\$61,524.08	\$76,336.00	22704	16767	26291.87	31675.497	1166.158	609.766	5160	5674
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	
Total	\$101,789.93	\$466,505.03	\$568,294.96	237230	127401	310624.664	191435.42	8821.33	5677.126	53215	36561
<i>Month Avg.</i>	<i>\$14,541.42</i>	<i>\$66,643.58</i>	<i>\$81,184.99</i>	<i>19390.71</i>	<i>18200.14</i>	<i>25625.06</i>	<i>27347.92</i>	<i>774.073</i>	<i>811.018</i>	<i>3865.00</i>	<i>5223.00</i>

GGE - Gasoline Gallon Equivalent

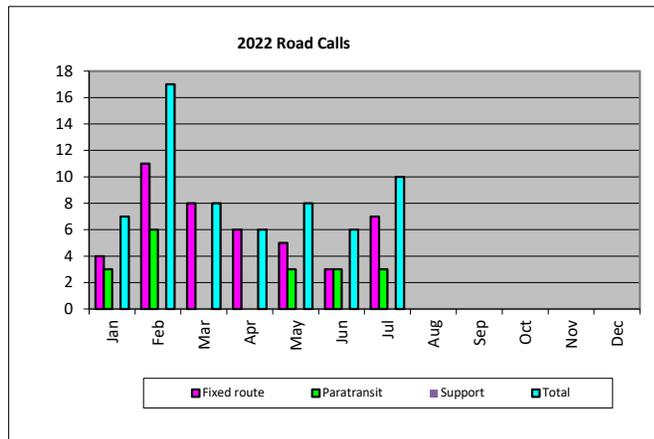
Preventive Maintenance Inspections

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	53	60	6	119
Jun	47	54	4	105
Jul	54	62	7	123
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	5	3	0	8
Jun	3	3	0	6
Jul	7	3	0	10
Aug				0
Sep				0
Oct				0
Nov				0
Dec				0



Finance



Carrie Domer, Director



Stark Area Regional Transit Authority
Comparative Balance Sheet
 For the Seven Months Ending Sunday, July 31, 2022

	CURRENT YTD	LAST YTD	VARIANCE
CASH - HUNTINGTON-CHECKING	2,808,509.78	3,169,280.90	-360,771
CASH - HUNT-MERCHANT TRANSACTIONS	95,353.93	100,468.51	-5,115
CASH - SAVINGS (STAR OHIO)	21,604.82	21,515.74	89
CASH - HUNT-FSA ACCOUNT	24,112.36	21,642.60	2,470
CASH - HUNTINGTON MMX	2,284,349.66	2,281,940.51	2,409
CASH - FIFTH THIRD BANK	5,842,207.35	6,092,151.34	-249,944
HUNTINGTON CDAR'S	1,000,987.22	1,000,314.53	673
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
IMPREST FUND - TVM	605.00	0.00	605
TOTAL CASH & EQUIVALENTS	12,079,280.12	12,689,174.13	-609,894
ACCOUNTS RECEIVABLE	121,221.65	99,951.11	21,271
PROJECT RECEIVABLE	627,525.63	223,844.00	403,682
ESTIMATED SALES TAX REC'V	3,406,125.00	3,323,418.00	82,707
OTHER MISC. RECEIVABLES	7,125.00	9,125.00	-2,000
TOTAL RECEIVABLES	4,161,997.28	3,656,338.11	505,659
INVENTORY - VEHICLE PARTS & SUPPLIES	473,625.26	391,006.40	82,619
INVENTORY - DIESEL FUEL	27,617.67	17,078.47	10,539
INVENTORY - LUBRICANTS	31,760.92	30,339.03	1,422
INVENTORY - HYDROGEN	7,810.20	11,592.00	-3,782
INVENTORY - REBUILDS	29,401.12	29,401.12	0
TOTAL INVENTORIES	570,215.17	479,417.02	90,798
WIP - OTHER CAPITAL PROJECTS	135,172.71	51,944.96	83,228
WIP - GATEWAY RENOVATION	7,203.08	173,740.19	-166,537
WIP - RADIO PROJECT	73,975.93	73,975.93	0
WIP - PLANNING	70.66	70.66	0
WIP - BUS PURCHASES	2,254,039.82	379,924.55	1,874,115
WIP - MAINTENANCE PROJECTS	98,516.72	186,119.73	-87,603
WIP - IT PROJECTS	200,531.26	210,007.49	-9,476
WIP - ONE-CALL/ONE-CLICK	4,645.00	4,645.00	0
WIP - BUILDING EXPANSION PROJECT	76,705.13	89,529.00	-12,824
WIP - RESEARCH	4,150.88	32,856.64	-28,706
WIP - WAYNE COUNTY	140,288.12	8,877.17	131,411
WIP - HYDROGEN PROJECT	9,870.00	9,870.00	0
WIP - MASSILLON PROJECT	344,639.74	0.00	344,640
WIP - CTE MHCOE HYDROGEN PROJECT	11,345.60	11,345.60	0
WIP - RHFCC HYDROGEN PROJECT	23.09	4,789.09	-4,766
WIP - 5310 ENHANCED MOBILITY FOR DISABILITIES	2,499.97	26,907.13	-24,407
WIP - FIXED ASSET CLEARING	13,043,407.92	7,473,561.71	5,569,846
TOTAL WORK IN PROCESS	16,407,085.63	8,738,164.85	7,668,921
LAND	2,499,320.86	1,786,920.21	712,401
BLDG & IMPROVEMENTS	20,899,922.04	22,659,702.40	-1,759,780
30', 35' & 40' BUSES	35,393,732.68	36,208,667.73	-814,935
LIGHT DUTY BUSES	8,011,027.38	5,227,329.08	2,783,698
AUTOS & PICKUPS	621,148.71	629,792.03	-8,643
LIFE EXTENDING OVERHAULS	413,072.46	367,872.28	45,200
COMPUTER HARDWARE	831,066.81	764,738.06	66,329
SOFTWARE/MISC	2,086,893.87	2,082,873.87	4,020
FURNITURE & FIXTURES	109,939.59	109,939.59	0
ELECTRONICS	1,044,845.32	1,044,845.32	0
MACHINERY & EQUIPMENT	1,595,587.35	1,583,338.35	12,249
SIGNS & SHELTERS	1,182,167.27	1,175,453.27	6,714
BUS M&E FAREBOXES RADIOS	5,963,088.46	5,971,293.46	-8,205
TOTAL FIXED ASSETS	80,651,812.80	79,612,765.65	1,039,047



Stark Area Regional Transit Authority
Comparative Balance Sheet
 For the Seven Months Ending Sunday, July 31, 2022

	CURRENT YTD	LAST YTD	VARIANCE
ACC DEPR - BLDG	-6,459,402.57	-7,002,252.78	542,850
ACC DEPR - 30' 35' 40'	-17,502,295.40	-15,775,691.70	-1,726,604
ACC DEPR - LT DU	-4,496,587.74	-3,880,130.43	-616,457
ACC DEPR - AUTOS	-555,167.15	-511,716.39	-43,451
ACC DEPR - OVERH	-230,553.69	-204,686.62	-25,867
ACC DEPR - HARDW	-574,622.74	-504,147.32	-70,475
ACC DEPR - FURN	-70,338.15	-62,810.81	-7,527
ACC DEPR - ELECT	-808,290.98	-741,045.68	-67,245
ACC DEPR - MACH	-1,291,903.14	-1,216,091.36	-75,812
ACC DEPR - SIGNS	-507,454.58	-326,561.27	-180,893
ACC DEPR - BUS M	-6,876,948.26	-6,828,136.15	-48,812
ACC AMORT - SOFTWARE & MISC ASSETS	-2,066,941.43	-2,053,612.35	-13,329
TOTAL ACC DEPR + AMORT	-41,440,505.83	-39,106,882.86	-2,333,623
NET CAPITAL ASSETS	39,211,306.97	40,505,882.79	-1,294,576
PREPAID INSURANCE	268,929.53	145,780.32	123,149
OTHER PREPAID EXPENSES	393,841.95	55,646.24	338,196
PREPAID HEALTH INSURANCE	-708,885.45	0.00	-708,885
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	3,547,999.04	4,716,762.57	-1,168,764
TOTAL ASSETS	75,977,884.21	70,785,739.47	5,192,145
ACCOUNTS PAYABLE	135,753.42	221,830.71	-86,077
ACCRUED PURCHASES	1,666,235.17	348,249.87	1,317,985
TOTAL ACCOUNTS PAYABLE	1,801,988.59	570,080.58	1,231,908
ACCRUED PAYROLL	303,591.90	343,497.11	-39,905
ACCRUED VACATION	850,948.03	425,303.00	425,645
ACCRUED SICK LEAVE	528,642.28	529,416.37	-774
ACCRUED HOLIDAYS	0.00	8,691.79	-8,692
ACCRUED FED INCOME TAX WITHHELD	-206.65	0.00	-207
ACCRUED STATE TAX WITHHELD	134.28	134.28	0
ACCRUED LOCAL TAX WITHHELD	-10,620.17	-10,667.72	48
ACCRUED MEDICARE - EMPLOYEES SHARE	5,328.24	6,452.16	-1,124
ACCRUED MEDICARE - EMPLOYER SHARE	5,328.24	6,452.16	-1,124
ACCRUED PERS-EMPLOYEES	96,762.67	87,176.52	9,586
ACCRUED PERS-EMPLOYER	159,372.28	151,087.82	8,284
ACCRUED BENEFITS - VDSTDTL	73,021.69	35,211.46	37,810
ACCRUED UNION BENEFITS - VDH	11,206.02	-11,889.80	23,096
UNION DUES LIABILITY	26.96	-22,180.75	22,208
GARNISHMENT LIABILITY	282.80	0.00	283
MISCELLANEOUS DEDUCTION LIABILITY	59.78	59.78	0
CHILD SUPPORT LIABILITY	4,861.34	0.00	4,861
YMCA DUES LIABILITY	4,330.61	4,418.61	-88
SUPPLEMENTAL INSURANCE LIAB	6,507.48	4,245.99	2,261
EMPLOYEES DEF. COMPENSATION LIAB	4,413.60	4,413.60	0
MISC PAYROLL REIMBURSEMENTS	-90.90	0.00	-91
VOLUNTARY LEVY CONTRIBUTIONS	2.00	122.00	-120
FLEXIBLE SPENDING LIABILITY	31,232.62	25,749.14	5,483
CURRENT LIAB - WORKERS' COMP	0.00	140,397.04	-140,397
TOTAL PAYROLL LIABILITIES	2,075,135.10	1,728,090.56	347,045
OTHER CURR LIABILITIES-MISC	153,244.30	435,862.41	-282,618
CURRENT LIAB.-FEDERAL GOVT	534,887.53	534,887.53	0
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



Stark Area Regional Transit Authority
 Comparative Balance Sheet
 For the Seven Months Ending Sunday, July 31, 2022

	CURRENT YTD	LAST YTD	VARIANCE
TOTAL OTHER LIABILITIES	19,176,540.83	28,365,395.94	-9,188,855
TOTAL LIABILITIES	23,053,664.52	30,663,567.08	-7,609,903
FEDERAL GOVT CAPITAL GRANT	6,743,048.29	6,743,048.29	0
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	-11,878,714.47	0
ACCUMULATED EARNINGS<LOSSES>	52,591,717.33	48,134,212.64	4,457,505
NET REVENUE	4,593,750.09	-3,750,733.24	8,344,483
TOTAL LIABILITIES & ACCUMULATED EARNINGS	75,977,824.93	70,785,739.47	5,192,085



STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 7/31/2022

	<u>July 2022 Actual</u>	<u>July 2022 Budget</u>	<u>July 2021 Prior Yr Actual</u>	<u>Jan 22 - July 22 Actual</u>	<u>Jan 22 - July 22 Budget</u>	<u>Jan 21 - July 21 Prior Yr Actual</u>	<u>-over/under Budget</u>
CASH FARES	36,442	37,500	37,269	241,602	262,500	255,942	20,898
CASH FARES WAYNE COUNTY	389	0	0	1,964	0	0	-1,964
SC CASH FARES	497	0	0	497	0	0	-497
TVM CASH FARES	25	0	0	25	0	0	-25
ADULT PASSES	16,944	23,333	19,669	146,588	163,333	126,929	16,745
SC ADULT PASSES	3,150	0	0	3,150	0	0	-3,150
TVM ADULT PASSES	270	0	0	270	0	0	-270
FULL FARE TICKETS	9,753	15,000	14,027	61,714	105,000	101,489	43,286
SC FULL FARE TICKETS	662	0	0	662	0	0	-662
TVM FULL FARE TICKETS	140	0	0	140	0	0	-140
STUDENT PASSES	138	2,083	385	6,903	14,583	14,410	7,681
SC STUDENT PASSES	28	0	0	28	0	0	-28
PROLINE CASH FARES	5,832	4,583	6,011	42,202	32,083	28,166	-10,118
SC PROLINE CASH FARES	571	0	0	571	0	0	-571
REDUCED FARE TICKETS	588	1,250	938	5,223	8,750	6,523	3,527
SC REDUCED FARE TICKETS	24	0	0	24	0	0	-24
TVM REDUCED FARE TICKETS	1	0	0	1	0	0	-1
REDUCED FARE PASSES	1,665	7,500	8,284	20,430	52,500	50,674	32,070
SC REDUCED FARE PASSES	885	0	0	885	0	0	-885
PROLINE TICKETS	1,348	1,417	2,140	12,185	9,917	8,285	-2,269
SC PROLINE TICKETS	9	0	0	9	0	0	-9
PROLINE PASSES	4,797	3,833	3,654	50,144	26,833	23,018	-23,310
SC PROLINE PASSES	203	0	0	203	0	0	-203
CLEVELAND TICKETS	95	125	120	668	875	785	208
SC CLEVELAND TICKETS	8	0	0	8	0	0	-8
TOTAL PASSENGER FARES	84,461	96,625	92,496	596,092	676,375	616,220	80,283
CONTRACTED SERVICES	19,688	10,000	14,735	99,671	70,000	65,506	-29,671
WAYNE COUNTY SERVICES	3,509	2,250	1,085	4,886	15,750	4,806	10,864
VETERANS TRANSPORT FARES	16,575	5,417	16,250	45,283	37,917	48,750	-7,367
SPECIAL SHUTTLE FARES	0	267	87	145	1,867	107	1,722
TOTAL SPECIAL TRANSIT	39,772	17,933	32,157	149,986	125,533	119,169	-24,452
PROGRAM INCOME - ADVERTISING	14,394	6,667	2,304	54,361	46,667	51,796	-7,695
PROGRAM INCOME - CONCESSIONS	0	75	85	1,251	525	519	-726
PROGRAM INCOME - BUS WASH	0	83	0	440	583	500	143
SUBTOTAL PROGRAM INCOME	14,394	6,825	2,390	56,052	47,775	52,815	-8,277
MISC TRANSP. REVENUE	6,005	167	5	6,037	1,167	7,014	-4,870
TOTAL AUX TRANS REVENUE	6,005	167	5	6,037	1,167	7,014	-4,870
INTEREST INCOME	2,283	250	-5,339	16,937	1,750	4,045	-15,187
TOTAL INTEREST & DISCOUNT REVENUE	2,283	250	-5,339	16,937	1,750	4,045	-15,187
FUEL TAX REFUND	7,526	7,917	10,447	58,241	55,417	62,123	-2,824
CNG ROYALTIES	245	42	0	745	292	205	-453
CNG - UTILITY REIMBURSEMENT	1,687	517	748	11,829	3,617	5,172	-8,212
MISC REV-NONTRANSPORTATION	268	833	651	30,284	5,833	912,650	-24,450
MISC REV-EXTRAORDINARY ITEM	25	42	0	200	292	100,100	92
TOTAL NON-TRANSPORTATION REVENUE	9,750	9,350	11,846	101,299	65,450	1,080,250	-35,848

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STARK AREA REGIONAL TRANSIT AUTHORITY
 DETAILED INCOME STATEMENT
 For the Period Ending 7/31/2022

	<u>July 2022 Actual</u>	<u>July 2022 Budget</u>	<u>July 2021 Prior Yr Actual</u>	<u>Jan 22 - July 22 Actual</u>	<u>Jan 22 - July 22 Budget</u>	<u>Jan 21 - July 21 Prior Yr Actual</u>	<u>-over/under Budget</u>
SALES TAX REVENUE	1,662,180	1,485,475	1,333,527	9,273,089	9,023,535	8,803,837	-249,554
TOTAL SALES TAX REVENUE	1,662,180	1,485,475	1,333,527	9,273,089	9,023,535	8,803,837	-249,554
TOTAL REVENUES	1,818,844	1,616,625	1,467,081	10,199,491	9,941,585	10,683,349	-257,905



STARK AREA REGIONAL TRANSIT AUTHORITY
 DETAILED INCOME STATEMENT
 For the Period Ending 7/31/2022

	<u>July 2022 Actual</u>	<u>July 2022 Budget</u>	<u>July 2021 Prior Yr Actual</u>	<u>Jan 22 - July 22 Actual</u>	<u>Jan 22 - July 22 Budget</u>	<u>Jan 21 - July 21 Prior Yr Actual</u>	<u>-over/under Budget</u>
EXPENSES							
EXECUTIVE OFFICE							
EX - SAL & WAGES-FIXED	9,700	13,455	7,325	85,045	94,182	60,325	9,136
EX - SAL & WAGES-PARATRANSIT	4,997	6,931	3,774	43,811	48,518	31,076	4,706
EX - INCENTIVES	0	58	0	5,350	408	200	-4,942
EX - MEDICARE TAX	291	342	207	2,264	2,397	1,473	133
EX - PERS	5,143	5,654	3,447	36,240	39,577	23,660	3,337
EX - HEALTH INSURANCE	3,335	2,639	1,704	23,285	18,475	9,565	-4,809
EX - LIFE INSURANCE	161	38	29	1,129	268	221	-860
EX - STD INSURANCE	0	67	7	0	472	53	472
EX - VISION	30	56	19	215	395	143	180
EX - DENTAL	79	173	3	593	1,212	216	618
EX - WORKERS' COMP	146	307	176	1,461	2,151	1,157	690
EX - SICK LEAVE	261	1,140	0	1,022	7,983	0	6,961
EX - HOLIDAY,FUNERAL,OTHER	1,020	1,140	653	1,919	7,983	3,264	6,064
EX - VACATION	5,450	2,032	2,611	19,203	14,222	3,917	-4,981
EX - UNIFORMS	0	17	0	186	117	100	-69
EX - YMCA & MISC BENEFITS	0	50	0	0	350	0	350
TOTAL EXECUTIVE OFFICES WAGES & BENEFITS	30,614	34,101	19,956	221,723	238,709	135,370	16,986
EX - ADVERTISING	0	83	0	0	583	0	583
EX - PTS LEGAL-GENERAL	46,198	50,000	91,354	329,097	350,000	346,535	20,903
EX - PTS-OTHER	0	9,167	0	0	64,167	0	64,167
EX - CLINIC	6,640	7,500	8,300	49,800	52,500	51,460	2,700
EX - CLINIC SUPPLIES	3,098	5,000	947	35,552	35,000	7,637	-552
EX - OFFICE SUPPLIES	0	46	0	103	321	0	218
EX - LEGAL ADS	0	42	0	0	292	0	292
EX - TRAINING & TRAVEL EXPENSE	3,000	2,500	167	11,404	17,500	5,026	6,096
EX - EXPENDABLE ASSETS	0	125	0	0	875	172	875
TOTAL EXECUTIVE OFFICE	89,551	108,564	120,724	647,679	759,946	546,200	112,267
TRANSPORTATION							
TR - SAL & WAGES-FIXED	272,762	345,270	314,051	2,363,918	2,416,891	2,069,445	52,973
TR - SAL & WAGES-PARATRANSIT	145,866	177,866	136,523	1,158,472	1,245,065	871,668	86,593
TR - WAGE & BENEFIT CONTRA	0	0	75	0	0	-21	0
TR - INCENTIVE	900	7,479	300	32,925	52,354	81,425	19,429
TR - MEDICARE TAX	7,617	8,515	6,609	56,235	59,608	47,551	3,373
TR - PERS	109,823	130,455	115,207	887,075	913,186	744,087	26,111
TR - HEALTH INSURANCE	205,712	191,354	225,285	1,431,381	1,339,476	1,246,207	-91,905
TR - LIFE INSURANCE	3,619	2,777	809	24,740	19,436	6,389	-5,303
TR - STD INSURANCE	0	4,885	835	0	34,193	6,599	34,193
TR - VISION	0	2,764	1,894	0	19,350	14,447	19,350
TR - DENTAL	1	9,902	6,784	41	69,313	51,780	69,273
TR - UNEMPLOYMENT	0	1,667	0	7,044	11,667	15,741	4,622
TR - WORKERS' COMP	9,403	9,892	6,594	94,263	69,241	40,135	-25,023
TR - HOLIDAY,FUNERAL,OTHER	22,667	29,512	31,829	72,793	206,581	163,614	133,788

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 7/31/2022

	<u>July 2022 Actual</u>	<u>July 2022 Budget</u>	<u>July 2021 Prior Yr Actual</u>	<u>Jan 22 - July 22 Actual</u>	<u>Jan 22 - July 22 Budget</u>	<u>Jan 21 - July 21 Prior Yr Actual</u>	<u>-over/under Budget</u>
TR - VACATION	42,155	27,146	31,916	294,270	190,024	188,104	-104,246
TR - SICK COVID	0	0	514	24,808	0	17,072	-24,808
TR - UNIFORMS	-424	4,167	1,500	25,490	29,167	30,662	3,677
TR - YMCA & MISC BENEFITS	11,219	458	0	72,086	3,208	2,213	-68,877
TA - SAL & WAGES-FIXED	39,532	55,972	51,387	368,885	391,806	344,376	22,921
TA - SAL & WAGES-PARATRANSIT	20,365	28,834	26,472	190,032	201,840	176,780	11,808
TA - INCENTIVE	0	2,612	0	48,975	18,285	11,225	-30,690
TA - MEDICARE TAX	1,219	1,429	1,077	10,193	10,000	8,395	-193
TA - PERS	18,065	23,234	20,431	154,859	162,640	141,654	7,781
TA - HEALTH INSURANCE	28,309	25,074	34,201	195,737	175,517	191,973	-20,220
TA - LIFE INSURANCE	644	364	120	4,645	2,547	938	-2,098
TA - STD INSURANCE	0	640	120	0	4,481	939	4,481
TA - VISION	278	536	261	2,184	3,751	2,052	1,567
TA - DENTAL	700	1,644	57	5,513	11,510	2,788	5,997
TA - WORKERS' COMP	1,239	1,802	1,051	12,382	12,611	7,094	229
TA - SICK COVID	0	0	0	0	0	1,799	0
TA - SICK LEAVE	1,888	4,772	1,037	24,662	33,402	13,876	8,740
TA - HOLIDAY,FUNERAL,OTHER	4,408	4,772	2,210	16,512	33,402	27,025	16,889
TA - VACATION	9,079	5,855	4,023	54,440	40,986	23,323	-13,454
TA - UNIFORMS	-471	475	0	1,768	3,325	4,001	1,557
TA - YMCA & MISC BENEFITS	416	142	0	962	992	223	29
TA - TRAINING & TRAVEL	0	1,250	1,332	11,272	8,750	1,970	-2,522
TOTAL TRANSPORTATION WAGES & BENEFITS	956,994	1,113,515	1,024,505	7,648,564	7,794,605	6,557,549	146,041
TR - PTS-OTHER	1,985	4,167	3,250	18,715	29,167	20,100	10,452
TR - OFFICE SUPPLIES	12	167	68	682	1,167	618	485
TR - PRINTING	7,455	2,917	0	43,967	20,417	0	-23,550
TR - OMS-GEN'L FUNCTION	0	167	0	0	1,167	0	1,167
TR - DUES & SUBSCRIPTIONS	0	104	0	0	729	0	729
TR - LEGAL ADS	0	42	0	0	292	0	292
TR - TRAINING & TRAVEL EXPENSE	0	0	0	-126	0	0	126
TR - EXPENDABLE ASSETS	0	208	0	666	1,458	535	793
TOTAL TRANSPORTATION	966,445	1,121,286	1,027,824	7,712,467	7,849,001	6,578,802	136,534
MAINTENANCE							
MA - SAL & WAGES-FIXED	16,474	23,073	20,900	156,254	161,513	152,067	5,260
MA - SAL & WAGES-PARATRANSIT	8,486	11,886	10,767	80,494	83,204	78,338	2,709
MA - WAGE/BENEFIT CONTRA	0	-333	0	0	-2,333	0	-2,333
MA - INCENTIVE	0	745	0	19,700	5,217	7,925	-14,483
MA - MEDICARE TAX	535	589	509	4,283	4,121	3,924	-162
MA - PERS	8,149	9,645	9,334	65,756	67,515	64,124	1,759
MA - HEALTH INSURANCE	11,673	9,238	13,673	81,496	64,664	76,809	-16,831
MA - LIFE INSURANCE	281	134	50	1,970	939	378	-1,032
MA - STD INSURANCE	0	236	50	0	1,651	372	1,651
MA - VISION	127	197	133	949	1,382	1,000	433
MA - DENTAL	308	606	24	2,376	4,240	1,374	1,864

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MA - WORKERS' COMP	510	549	477	5,113	3,844	3,174	-1,269
MA - SICK LEAVE	1,134	2,009	732	5,487	14,065	7,348	8,578
MA - HOLIDAY,FUNERAL,OTHER	3,501	2,009	3,027	8,343	14,065	15,760	5,723
MA - VACATION	4,358	3,218	3,465	22,957	22,529	13,372	-428
MA - UNIFORMS	-479	146	0	873	1,021	150	148
MA - YMCA & MISC BENEFITS	0	21	0	0	146	0	146
MS - SAL & WAGES-FIXED	8,936	19,405	16,349	118,505	135,837	102,398	17,332
MS - SAL & WAGES-PARATRANSIT	4,603	9,997	8,422	61,048	69,977	52,740	8,928
MS - INCENTIVE	0	377	0	1,800	2,640	5,600	840
MS - MEDICARE TAX	361	477	356	2,993	3,341	2,633	348
MS - PERS	3,732	7,323	6,131	46,027	51,259	40,851	5,232
MS - HEALTH INSURANCE	12,898	11,877	13,394	89,144	83,140	77,352	-6,004
MS - LIFE INSURANCE	208	172	58	1,441	1,206	428	-235
MS - STD INSURANCE	0	303	57	0	2,122	421	2,122
MS - VISION	0	172	93	0	1,201	696	1,201
MS - DENTAL	2	615	332	34	4,302	2,492	4,269
MS - WORKERS' COMP	583	576	352	5,844	4,035	2,099	-1,809
MS - HOLIDAY,FUNERAL,OTHER	1,450	1,752	1,818	4,121	12,267	11,116	8,146
MS - VACATION	2,175	1,391	661	17,675	9,736	10,752	-7,939
MS - SICK COVID	0	0	0	1,994	0	3,012	-1,994
MS - UNIFORMS	294	717	-501	4,175	5,017	3,474	842
MS - YMCA & MISC BENEFITS	567	21	0	4,219	146	0	-4,073
MT - SAL & WAGES-FIXED	41,769	43,588	37,866	290,175	305,118	253,611	14,943
MT - SAL & WAGES-PARATRANSIT	21,517	22,455	19,494	149,484	157,182	130,546	7,698
MT - INCENTIVE	100	819	0	4,100	5,731	9,600	1,631
MT - MEDICARE TAX	987	1,079	831	7,006	7,551	6,227	544
MT - PERS	16,836	16,554	14,467	111,637	115,877	95,856	4,241
MT - HEALTH INSURANCE	24,090	21,115	25,334	167,451	147,804	141,747	-19,647
MT - LIFE INSURANCE	480	306	96	3,429	2,145	721	-1,284
MT - STD INSURANCE	0	539	130	0	3,773	982	3,773
MT - VISION	0	305	332	0	2,135	1,662	2,135
MT - DENTAL	0	1,093	1,191	0	7,648	5,953	7,648
MT - WORKERS' COMP	1,093	1,340	808	10,957	9,377	5,061	-1,580
MT - HOLIDAY	3,087	3,857	3,160	11,811	26,998	21,357	15,188
MT - VACATION	8,039	3,673	3,776	41,466	25,713	23,544	-15,753
MT - SICK COVID	0	0	0	1,916	0	2,153	-1,916
MT - UNIFORMS	1,699	1,117	1,019	8,083	7,817	7,174	-266
MT - YMCA & MISC BENEFITS	1,141	21	0	7,729	146	0	-7,583
MT - TOOLS	0	583	400	3,743	4,083	2,660	340
MBGE - SAL & WAGES-FIXED	7,883	9,298	8,357	54,824	65,087	61,387	10,263
MBGE - SAL & WAGES-PARATRANSIT	4,061	4,790	4,305	28,242	33,529	31,624	5,287
MBGE - INCENTIVE	0	233	0	8,800	1,633	3,900	-7,167
MBGE - MEDICARE TAX	215	234	203	1,602	1,637	1,590	35
MBGE - PERS	3,699	3,816	3,834	23,408	26,714	26,274	3,306
MBGE - HEALTH INSURANCE	6,709	5,279	6,817	46,767	36,951	38,231	-9,816

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MBGE - LIFE INSURANCE	120	77	27	701	536	201	-165
MBGE - STD INSURANCE	0	135	28	0	943	212	943
MBGE - VISION	56	113	55	318	790	414	472
MBGE - DENTAL	134	606	14	835	4,240	592	3,405
MBGE - WORKERS' COMP	292	313	197	2,939	2,192	1,295	-748
MBGE - SICK COVID	0	0	0	0	0	838	0
MBGE - SICK LEAVE	1,366	797	357	2,492	5,578	2,050	3,086
MBGE - HOLIDAY,FUNERAL,OTHER	575	795	1,260	2,738	5,566	5,652	2,827
MBGE - VACATION	1,528	1,018	1,694	16,445	7,127	7,525	-9,317
MBGE - UNIFORMS	61	383	309	607	2,683	1,710	2,077
MBGE - YMCA & MISC BENEFITS	0	42	0	79	292	0	212
TOTAL MAINTENANCE WAGES & BENEFITS	238,403	265,515	247,022	1,824,855	1,858,607	1,634,525	33,753
M - TEMPORARY HELP	1,751	3,500	1,985	15,165	24,500	24,523	9,335
M - CMS SERVICING REVENUE VEHICLES	0	8	0	0	58	0	58
M - CMS REV VEH-FIXED	25,860	9,167	6,445	169,953	64,167	71,811	-105,786
M - CMS REV VEH-PARATRANSIT	5,968	2,500	4,640	55,092	17,500	10,998	-37,592
M - CMS-NON REV VEHICLES	0	3,500	0	10,668	24,500	12,805	13,832
M - CMS-FAREBOX PARTS-FIXED	0	500	2,792	0	3,500	2,792	3,500
M - CMS-BLDG GRND. & EQUIPMENT	6,772	12,500	12,000	64,408	87,500	66,618	23,092
M - CMS-RADIO EQUIP-FIXED	1,204	125	0	2,494	875	912	-1,619
M - CMS-RADIO EQUIP-PARATRANSIT	0	125	0	681	875	0	194
M - CMS-SECURITY SYSTEM	0	833	57	318	5,833	6,063	5,515
M - CMS - CNG FUELING STATION	1,279	15,000	12,255	105,944	105,000	95,436	-944
M - CMS - HYDROGEN FUELING STATION	10,890	18,958	14,532	130,025	132,708	112,724	2,683
M - DIESEL FUEL-FIXED	28,495	39,270	25,183	237,066	274,890	158,863	37,824
M - DIESEL FUEL-PARATRANSIT	15,228	22,730	14,618	113,205	159,110	84,225	45,905
M - LUBRICANTS-FIXED	804	1,667	1,052	7,431	11,667	7,201	4,236
M - LUBRICANTS-PARATRANSIT	298	833	114	1,528	5,833	1,572	4,306
M - FUEL TAX EXP-FIXED	2,120	3,333	3,166	15,936	23,333	18,643	7,397
M - FUEL TAX EXP-PARATRANSIT	2,612	3,333	3,256	14,176	23,333	19,549	9,157
M - CNG FUEL-FIXED	27,802	11,667	17,996	113,674	81,667	77,375	-32,008
M - CNG FUEL-PARATRANSIT	17,548	4,167	4,948	79,150	29,167	23,065	-49,984
M - CNG FUEL SUPPORT VEHICLES	78	417	227	320	2,917	1,522	2,596
M - CNG FUEL PUBLIC	928	417	1,017	3,698	2,917	2,621	-781
M - HYDROGEN-FIXED	44,033	37,500	30,915	260,873	262,500	182,350	1,627
M - HYDROGEN-PARA	6,451	6,667	0	31,770	46,667	127	14,897
M - WAYNE COUNTY FUEL	8,810	0	0	25,768	0	0	-25,768
M - FUEL & LUBE-COMPANY VEHICLES	4,419	2,917	2,959	32,494	20,417	19,007	-12,077
M - TIRES & TUBES-FIXED	15,031	15,000	14,873	101,871	105,000	101,227	3,129
M - TIRES & TUBES-PARATRANSIT	2,049	2,500	2,059	15,665	17,500	10,852	1,835
M - TIRES SUPPORT VEHICLES	0	417	574	812	2,917	2,627	2,104
M - OMS-SUPPLIES	5,996	12,500	9,800	64,468	87,500	77,058	23,032
M - FREIGHT	838	1,250	774	10,383	8,750	8,149	-1,633
M - INSP & REPAIR-FIXED	37,750	39,167	26,240	208,435	274,167	239,460	65,731
M - INSP & REPAIR-PARATRANSIT	22,442	20,833	25,531	157,478	145,833	147,313	-11,645

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M - INSP & REPAIR-CO. VEHICLES	1,002	1,000	855	9,342	7,000	5,939	-2,342
M - OMS-MAINT EQUIPMENT	3,900	6,667	1,466	25,527	46,667	51,237	21,139
M - OMS FIXED ROUTE	537	4,583	883	13,822	32,083	27,786	18,261
M - OMS PARATRANSIT	3,831	4,583	1,990	13,337	32,083	9,143	18,746
M - CORE CHARGES/CREDITS	3,268	1,000	107	-1,012	7,000	478	8,012
M - OMS-COMPANY VEHICLES	27	867	0	80	6,067	905	5,987
M - FAREBOX PARTS-FIXED	0	208	0	19,077	1,458	0	-17,618
M - FAREBOX PARTS-PARATRANSIT	145	83	0	1,731	583	0	-1,147
M - OFFICE SUPPLIES	0	142	0	71	992	214	921
M - COMMUNICATIONS MODEMS AVAIL	4,813	1,917	1,375	22,234	13,417	12,324	-8,817
M - BLDG & GROUNDS OMS	633	15,833	11,650	44,898	110,833	57,087	65,935
M - LABOR INSURANCE REC-3RD PARTY	0	-42	0	0	-292	0	-292
M - OMS INSURANCE REC-3RD PARTY	0	-167	0	0	-1,167	0	-1,167
M - PROPERTY INSURANCE	7,474	6,264	7,209	52,315	43,846	50,462	-8,469
M - OMS INSURANCE REC-OTRP	-205	-3,333	0	-45,478	-23,333	-31,818	22,145
M - LABOR INSURANCE REC-OTRP	-145	-1,250	0	-220	-8,750	-731	-8,530
M - TRAINING & TRAVEL EXPENSE	0	2,917	0	10,553	20,417	11	9,863
M - DUES & SUBSCRIPTIONS	1,570	833	1,570	8,570	5,833	6,570	-2,737
M - EXPENDABLE ASSETS	0	333	0	193	2,333	427	2,140
TOTAL MAINTENANCE	562,706	601,254	514,136	4,050,846	4,208,780	3,412,045	157,933
FINANCE							
FIN - SAL & WAGES-FIXED	13,122	22,861	22,614	138,511	160,027	139,908	21,516
FIN - SAL & WAGES-PARATRANSIT	6,760	11,777	11,650	71,354	82,438	72,074	11,084
FIN - MEDICARE TAX	462	425	413	3,980	2,973	3,575	-1,007
FIN - INCENTIVE	0	340	0	18,925	2,377	12,125	-16,548
FIN - PERS	7,136	9,272	8,988	59,352	64,901	57,710	5,549
FIN - HEALTH INSURANCE	11,711	9,238	10,187	81,630	64,664	57,621	-16,966
FIN - LIFE INSURANCE	234	134	40	1,640	939	316	-701
FIN - STD INSURANCE	0	236	39	0	1,651	315	1,651
FIN - VISION	127	197	111	927	1,382	723	455
FIN - DENTAL	354	606	25	2,499	4,240	794	1,741
FIN - WORKERS' COMP	510	582	438	5,113	4,077	3,001	-1,036
FIN - SICK LEAVE	3,398	1,932	333	16,848	13,521	10,726	-3,327
FIN - HOLIDAY,FUNERAL,OTHER	1,763	1,932	2,486	5,441	13,521	15,324	8,080
FIN - VACATION	4,690	2,062	366	25,909	14,435	7,092	-11,474
FIN - UNIFORMS	4	58	0	545	408	548	-136
FIN - YMCA & MISC BENEFITS	42	58	0	42	408	0	366
TOTAL FINANCE WAGES & BENEFITS	50,313	61,709	57,691	432,717	431,963	381,851	-754
FIN - SOFTWARE SERVICE	0	42	0	0	292	0	292
FIN - PTS OTHER	1,704	5,833	15,789	24,952	40,833	44,115	15,881
FIN - TEMPORARY HELP	0	1,667	0	9,269	11,667	7,991	2,398
FIN - OFFICE SUPPLIES	0	208	72	131	1,458	635	1,328
FIN - PRINTING	0	6	0	0	44	0	44
FIN - DUES & SUBSCRIPTIONS	669	708	0	4,780	4,958	0	179

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FIN - LEGAL ADS	233	42	0	613	292	176	-321
FIN - TRAINING & TRAVEL EXPENSE	938	1,458	1,998	4,724	10,208	2,010	5,485
FIN - EXPENDABLE ASSETS	0	167	0	140	1,167	850	1,027
TOTAL FINANCE	53,856	71,840	75,550	477,325	502,882	437,628	25,557

INFORMATION TECHNOLOGY

IT - SAL & WAGES-FIXED	10,340	11,431	11,408	79,902	80,017	78,424	115
IT - SAL & WAGES-PARATRANSIT	5,327	5,889	5,877	41,161	41,221	40,400	59
IT - MEDICARE TAX	262	286	246	2,047	2,000	1,942	-47
IT - INCENTIVE	150	115	0	8,475	802	6,350	-7,673
IT - PERS	4,593	4,703	4,591	32,613	32,920	32,775	307
IT - HEALTH INSURANCE	5,003	3,959	5,113	34,927	27,714	28,695	-7,213
IT - LIFE INSURANCE	134	57	22	942	402	162	-540
IT - STD INSURANCE	0	101	21	0	708	159	708
IT - VISION	59	85	57	441	592	428	151
IT - DENTAL	155	260	14	1,166	1,817	661	651
IT - WORKERS' COMP	219	284	234	2,191	1,988	1,805	-203
IT - SICK COVID	0	0	0	0	0	381	0
IT - SICK LEAVE	132	982	357	3,608	6,874	3,626	3,266
IT - HOLIDAY,FUNERAL,OTHER	1,300	980	1,489	3,083	6,858	6,666	3,776
IT - VACATION	1,890	1,296	0	7,884	9,069	6,967	1,185
IT - UNIFORMS	0	25	0	130	175	279	45
IT - YMCA & MISC BENEFITS	234	42	0	429	292	223	-137
TOTAL INFORMATION TECHNOLOGY WAGES & BENEFI...	29,798	30,493	29,428	219,000	213,448	209,943	-5,551
IT - HARDWARE SERVICE CONTRACTS	5,533	14,583	10,382	68,863	102,083	72,671	33,220
IT - SOFTWARE SERVICE CONTRACTS	16,676	17,500	15,199	136,165	122,500	115,559	-13,665
IT - PTS-OTHER	0	1,083	2,787	5,479	7,583	4,950	2,105
IT - EXPENDABLE ASSETS & SOFTWARE	0	833	0	101	5,833	0	5,732
IT - OFFICE SUPPLIES	20	17	0	48	117	124	69
IT - POSTAGE	0	0	0	22	0	0	-22
IT - DUES & SUBSCRIPTIONS	252	42	743	1,617	292	1,246	-1,325
IT - LEGAL ADS	0	42	0	204	292	0	87
IT - TRAINING EXPENSE	2	2,083	0	6,940	14,583	0	7,644
TOTAL INFORMATION TECHNOLOGY	52,280	66,676	58,538	438,440	466,732	404,493	28,293

BOARD

PLANNING /CUSTOMER RELATIONS

PL - SAL & WAGES-FIXED	30,617	38,206	24,958	241,928	267,445	175,354	25,517
PL - SAL & WAGES-PARATRANSIT	15,773	19,682	19,870	124,630	137,775	140,613	13,145
PL - WAGE/BENEFIT CONTRA	0	-833	0	0	-5,833	0	-5,833
PL - MEDICARE TAX	735	947	689	6,808	6,627	5,289	-181
PL - INCENTIVE	150	396	0	50,525	2,771	10,200	-47,754
PL - PERS	13,446	15,574	12,876	102,430	109,015	89,449	6,584

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PL - HEALTH INSURANCE	28,444	23,754	23,860	198,053	166,280	131,870	-31,773
PL - LIFE INSURANCE	420	345	97	3,314	2,413	720	-901
PL - STD INSURANCE	0	606	99	0	4,245	743	4,245
PL - VISION	257	508	225	2,195	3,554	1,683	1,358
PL - DENTAL	608	1,558	47	5,212	10,904	2,315	5,692
PL - WORKERS' COMP	1,239	1,150	668	12,418	8,048	4,665	-4,369
PL - SICK COVID	0	0	0	887	0	4,322	-887
PL - SICK LEAVE	1,999	3,322	1,550	15,431	23,256	14,928	7,825
PL - HOLIDAY	2,846	3,245	3,700	9,841	22,712	17,246	12,871
PL - VACATION	4,639	3,757	3,570	34,785	26,297	18,847	-8,488
PL - UNIFORMS	-347	271	0	2,302	1,896	2,748	-406
PL - YMCA & MISC BENEFITS	273	67	0	507	467	149	-40
TOTAL PLANNING WAGES & BENEFITS	101,098	112,553	92,208	811,264	787,868	621,141	-23,395
PL - PTS OTHER	20,619	24,167	7,839	205,609	169,167	95,581	-36,442
PL - TRAVEL TRAINER	0	833	0	0	5,833	0	5,833
PL - OFFICE SUPPLIES	213	250	0	263	1,750	1,330	1,487
PL - PRINTING	0	833	0	20,144	5,833	3,718	-14,311
PL - DUES & SUBSCRIPTIONS	1,221	2,500	1,689	15,966	17,500	12,058	1,534
PL - TRAINING & TRAVEL EXPENSE	418	2,917	975	7,287	20,417	1,788	13,130
PL - ADVERTISING	23,512	30,833	13,767	120,600	215,833	84,784	95,233
PL - EVENTS	1,500	2,083	0	4,493	14,583	0	10,090
PL - PROMOTIONAL MATERIALS	13,900	5,417	797	16,253	37,917	4,747	21,663
PL - LEGAL ADS	0	167	265	1,148	1,167	265	19
PL - EXPENDABLE ASSETS	0	283	0	5,020	1,983	407	-3,037
TOTAL PLANNING	162,481	182,836	117,539	1,208,049	1,279,852	825,819	71,803
HUMAN RESOURCE							
HR - SAL & WAGES-FIXED	17,634	15,510	10,510	105,260	108,571	80,376	3,310
HR - SAL & WAGES-PARATRANSIT	9,084	7,990	5,414	54,225	55,930	41,406	1,705
HR - MEDICARE TAX	411	386	285	2,635	2,699	2,137	64
HR - PERS	7,302	6,327	5,275	43,480	44,288	34,983	808
HR - INCENTIVE	0	23	0	10,925	160	5,950	-10,765
HR - HEALTH INSURANCE	6,595	6,598	6,817	46,428	46,189	38,263	-239
HR - LIFE INSURANCE	206	96	29	1,247	670	216	-577
HR - STD INSURANCE	0	168	28	0	1,179	212	1,179
HR - VISION	106	141	76	650	987	570	337
HR - DENTAL	316	433	14	1,965	3,029	859	1,063
HR - WORKERS' COMP	292	406	276	2,922	2,843	1,725	-79
HR - SICK COVID	0	0	0	0	0	1,840	0
HR - SICK LEAVE	74	1,321	1,501	3,312	9,245	7,702	5,933
HR - HOLIDAY,FUNERAL,OTHER	2,450	1,318	967	5,612	9,227	5,904	3,615
HR - VACATION	1,404	1,544	3,588	12,978	10,805	8,535	-2,173
HR - UNIFORMS	40	42	0	502	292	288	-210
HR - TUITION REIMBURSEMENT	0	2,083	0	0	14,583	0	14,583
HR - YMCA & MISC BENEFITS	117	25	0	195	175	0	-20

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STARK AREA REGIONAL TRANSIT AUTHORITY
 DETAILED INCOME STATEMENT
 For the Period Ending 7/31/2022

	<u>July 2022 Actual</u>	<u>July 2022 Budget</u>	<u>July 2021 Prior Yr Actual</u>	<u>Jan 22 - July 22 Actual</u>	<u>Jan 22 - July 22 Budget</u>	<u>Jan 21 - July 21 Prior Yr Actual</u>	<u>-over/under Budget</u>
TOTAL HUMAN RESOURCES WAGES & BENEFITS	46,030	44,410	34,779	292,336	310,872	230,965	18,535
HR - PTS-OTHER	3,236	2,542	1,724	18,132	17,792	11,451	-340
HR - TEMPORARY HELP	0	167	0	0	1,167	0	1,167
HR - PRINTING	0	42	0	0	292	0	292
HR - OFFICE SUPPLIES	20	83	34	77	583	224	507
HR - DUES & SUBSCRIPTIONS	0	208	0	0	1,458	98	1,458
HR - EVENTS	0	0	0	1,328	0	0	-1,328
HR - LEGAL ADS	0	417	346	200	2,917	850	2,717
HR - EMPLOYEE RELATIONS	1,364	1,667	1,531	8,671	11,667	10,182	2,996
HR - WELLNESS PROGRAM	-50	2,500	783	4,351	17,500	11,233	13,149
HR - TRAINING & TRAVEL EXPENSE	1,231	1,042	1,255	7,598	7,292	-224	-306
HR - AGENCY TRAINING	0	1,042	0	0	7,292	0	7,292
HR - EXPENDABLE ASSETS	180	83	0	942	583	115	-359
TOTAL HUMAN RESOURCE	52,012	54,202	40,452	333,635	379,414	264,894	45,779
GENERAL							
GEN - LEGAL ADS	0	42	0	0	292	0	292
GEN - PTS-OTHER	35,406	8,333	113	91,505	58,333	49,724	-33,171
GEN - SECURITY SERVICES	15,315	18,333	23,080	112,694	128,333	128,518	15,639
GEN - OFFICE EXPENSES	841	3,333	1,389	12,936	23,333	12,473	10,398
GEN - OFFICE EXPENSE-IT	0	208	66	2,053	1,458	1,236	-594
GEN - EXPENDABLE ASSETS	0	46	0	271	321	0	50
GEN - UTILITIES-ELECTRIC	17,201	25,000	30,225	140,536	175,000	137,928	34,464
GEN - UTILITIES-ELECTRIC - CNG	8,060	8,333	0	48,935	58,333	42,964	9,398
GEN - UTILITIES-OTHER	2,434	4,167	2,816	18,481	29,167	21,894	10,685
GEN - UTILITIES-TELEPHONE	11,523	10,000	7,907	41,257	70,000	56,907	28,743
GEN - UTILITIES-TELEPHONE - CNG	221	250	225	9,735	1,750	1,329	-7,985
GEN - UTILITIES-NATURAL GAS	7,013	14,583	11,351	125,147	102,083	71,667	-23,064
PREM FOR PUBLIC LIAB & PROPERTY DAMAGE	34,422	35,501	37,650	240,954	248,509	263,548	7,555
PREM FOR EXCESS INSURANCE	8,317	8,512	6,887	58,221	59,583	48,211	1,362
GEN - PAYOUTS-DEDUCTIBLES	0	2,333	0	0	16,333	15,195	16,333
GEN - PROPERTY TAXES	0	417	0	2,412	2,917	20,725	504
GEN - DUES & SUBSCRIPTIONS	7,162	5,000	3,576	56,647	35,000	33,710	-21,647
GEN - BAD DEBT EXPENSE	0	250	0	0	1,750	0	1,750
GEN - MISC ACCOUNT CORRECTIONS	0	0	0	-183,701	0	0	183,701
GEN - SAFETY	1,022	208	227	4,050	1,458	1,247	-2,592
GEN - FEES	8,729	2,083	2,991	27,539	14,583	10,557	-12,956
GEN - FEES CREDIT CARD	1,981	1,667	77	10,480	11,667	8,110	1,187
GEN - ADVERTISING COMMISSION	-4,128	417	2,905	1,888	2,917	-13,349	1,029
GEN - ADVERTISING	-1,345	667	2,425	-8,494	4,667	-2,527	13,160
GEN - SALES TAX COLLECTION EXPENSE	15,507	16,667	15,230	105,000	116,667	96,147	11,667
GEN - POSTAGE	305	417	47	2,533	2,917	450	383
GEN - MISCELLANEOUS	0	379	0	0	2,655	545	2,655
GEN - CTE RFHCC	0	7,057	0	8,515	49,402	35,472	40,887
SUBGRANTEE - 5310 ENHANCED MOBILITY	0	57,784	0	54,838	404,486	174,978	349,649

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 7/31/2022

	<u>July 2022 Actual</u>	<u>July 2022 Budget</u>	<u>July 2021 Prior Yr Actual</u>	<u>Jan 22 - July 22 Actual</u>	<u>Jan 22 - July 22 Budget</u>	<u>Jan 21 - July 21 Prior Yr Actual</u>	<u>-over/under Budget</u>
SUBGRANTEE - WAYNE COUNTY	0	0	0	10,146	0	0	-10,146
SUBGRANTEE - RESEARCH	33,190	38,232	0	154,080	267,621	259,121	113,541
GEN - LEASE & RENT	2,650	0	0	14,510	0	0	-14,510
TOTAL GENERAL EXPENSES	205,825	270,219	149,186	1,163,168	1,891,536	1,476,779	728,367
TOTAL EXPENSES	2,145,156	2,476,877	2,103,948	16,031,609	17,338,142	13,946,660	1,306,533
OPERATING INCOME (LOSS) EXCLUDING PREVENTIVE MAINTENANCE GRANTS	-326,312	-860,252	-636,867	-5,832,118	-7,396,556	-3,263,311	-1,564,438
RESTRICTED REVENUE FROM CAPITAL GRANTS							
TOTAL LOCAL CASH GRANTS							
SCG - PLANNING ASSISTANCE	0	62,404	0	0	436,825	0	436,825
STATE CAPITAL GRANTS	410,763	194,739	0	1,707,939	1,363,173	136,334	-344,766
TOTAL STATE GRANTS	410,763	257,143	0	1,707,939	1,799,998	136,334	92,058
FG - 5310 ENHANCED MOBILITY	471	0	0	58,059	0	174,979	-58,059
SUBGRANTEE CONTRACTS CONTRA	0	57,784	0	0	404,486	0	404,486
FG - PLANNING	29,385	33,878	0	164,979	237,148	41,002	72,169
FCG - PREVENTIVE MAINTENANCE	65,478	8,522	0	307,878	59,654	426,844	-248,224
FCG - HYDROGEN PROJECT CALSTART	0	0	0	0	0	56,060	0
FEDERAL GRANTS	59,819	1,011,101	0	6,275,614	7,077,704	352,600	802,091
FEDERAL GRANTS-OTHER	33,190	38,232	0	154,080	267,621	259,120	113,541
FEDERAL CAPITAL GRANTS	482,754	1,019,769	0	4,337,698	7,138,385	563,864	2,800,687
TOTAL FEDERAL GRANTS	671,098	2,169,286	0	11,298,308	15,184,999	1,874,469	3,886,690
TOTAL GRANTS	1,081,861	2,426,428	0	13,006,248	16,984,996	2,010,803	3,978,749
DEPRECIATION & AMORTIZATION							
DEPRECIATION EXP-GRANTS	338,211	250,000	316,264	2,037,402	1,750,000	2,169,182	-287,402
DEPRECIATION EXP-LOCAL MATCH	50,389	37,500	47,496	303,405	262,500	315,280	-40,905
GENERAL AMORTIZATION	786	20,833	2,311	4,715	145,833	16,174	141,119
TOTAL DEPRECIATION & AMORTIZATION	389,386	308,333	366,070	2,345,522	2,158,333	2,500,637	-187,188
GAIN/LOSS ON DISPOSAL	0	5,000	0	0	35,000	-2,412	35,000
GEN - SETTLEMENTS/LOSSES	-5,113	1,250	0	234,858	8,750	0	-226,108
TOTAL GAIN/LOSS ON DISPOSAL OF ASSETS	-5,113	6,250	0	234,858	43,750	-2,412	-191,108
NET INCOME AFTER DEPRECIATION,AMORTIZATION...	371,275	1,251,592	-1,002,937	4,593,750	7,386,357	-3,750,733	2,792,607



Stark Area Regional Transit Authority
Summary Income Statement
For the Seven Months Ending Sunday, July 31, 2022

	2022	2021
TOTAL FARES	746,078	735,389
TOTAL PROGRAM INCOME	56,052	52,815
TOTAL AUX TRANS REVENUE	6,037	7,014
TOTAL INTEREST & DISCOUNT REVENUE	16,937	4,045
TOTAL NON-TRANSPORTATION REVENUE	101,299	1,080,250
<u>TOTAL SALES TAX REVENUE</u>	<u>9,273,089</u>	<u>8,803,837</u>
TOTAL REVENUES	10,199,491	10,683,349
TOTAL WAGES	6,798,853	5,881,109
TOTAL HEALTH	2,396,298	2,038,335
TOTAL PERS & BENEFITS	2,244,034	1,849,930
PROFESSIONAL SERVICES - LEGAL	329,097	346,535
PROFESSIONAL SERVICES - OTHER	449,744	285,017
MATERIALS	1,202,035	1,099,193
SUPPLIES	455,512	357,126
FUEL	906,977	557,928
UTILITIES	384,092	332,689
CASUALTY & LIABILITY INSURANCE	351,490	362,221
FUEL TAX	30,113	38,192
DUES & SUBSCRIPTIONS	87,580	53,681
ADVERTISING	136,069	73,655
TRAINING	59,651	10,581
LEGAL ADS	2,165	1,291
EXPENDABLE ASSETS	7,333	2,507
TUITION REIMBURSEMENT	0	0
WELLNESS	4,351	11,233
SECURITY/SAFETY	116,744	129,764
LEASES & RENTS	14,510	0
EMPLOYEE RELATIONS	8,671	10,182
BOARD	0	0
GENERAL EXPENSES	-181,288	35,920
<u>SUBGRANTEE</u>	<u>227,578</u>	<u>469,570</u>
TOTAL EXPENSES	16,031,609	13,946,660
OPERATING INCOME (LOSS) EXCLUDING	-5,832,118	-3,263,311
TOTAL STATE GRANTS	1,707,939	136,334
<u>TOTAL FEDERAL GRANTS</u>	<u>11,298,308</u>	<u>1,874,469</u>
TOTAL GRANTS	13,006,248	2,010,803
TOTAL DEPRECIATION & AMORTIZATION	2,345,522	2,500,637
TOTAL GAIN/LOSS ON DISPOSAL OF ASSETS	234,858	-2,412
NET INCOME AFTER DEPRECIATION,AMORTIZATION & DISPOSALS	4,593,750	-3,750,733



Checks By Vendor July 2022

Document Date	Document Number	Vendor Name	Vendor ID	Document Amount	Voided
7/29/2022	094859	AEP OHIO	AEPO001	\$ 16,824.40	
7/12/2022	094841	AKRON MUNICIPAL COURT	AKRO005	\$ 150.00	
7/29/2022	094860	AKRON MUNICIPAL COURT	AKRO005	\$ 150.00	
7/29/2022	094861	ALLIANCE WATER UTILITY	ALLI004	\$ 210.39	
7/29/2022	094863	AT&T - 5019	ATT9011	\$ 4,685.73	
7/29/2022	094862	AT&T 5011	ATT5011	\$ 2,453.30	
7/12/2022	094842	BALLARD POWER SYSTEMS INC	BALL002	\$ 11,125.00	
7/12/2022	094843	BRINKS INC.	BRIN001	\$ 1,548.37	
7/29/2022	094864	BRINKS INC.	BRIN001	\$ 18.99	
7/12/2022	094844	CANTON CITY UTILITIES	CANT011	\$ 1,011.69	
7/29/2022	094865	CANTON REGIONAL CHAMBER	CANT032	\$ 3,000.00	
7/12/2022	094845	CASH	CASH001	\$ 6,105.00	HOF/TVM
7/12/2022	094846	CENTRAL GRAPHICS	CENT012	\$ 484.50	
7/29/2022	094866	CENTRAL GRAPHICS	CENT012	\$ 16,678.56	
7/12/2022	094847	CFIS GROUP	CFIS001	\$ 262.25	
7/29/2022	094867	CFIS GROUP	CFIS001	\$ 1,192.75	
7/12/2022	094848	CLEAN ENERGY	CLEA005	\$ 14,901.74	
7/29/2022	094883	CLEVELAND CLINIC MERCY HOSPITAL	MERC004	\$ 5,000.00	
7/29/2022	094868	COLEMAN PROFESSIONAL SERVICES	COLE001	\$ 500.00	
7/29/2022	094869	COLUMBIA GAS OF OHIO	COLU001	\$ 37.46	
7/12/2022	094849	CUMMINS SALES AND SERVICE	CUMM002	\$ 1,905.17	
7/12/2022	094850	ELDORADO NATIONAL - CALIFORNIA	ELDO001	\$ 590.16	
7/12/2022	094851	INTERNAL REVENUE SERVICE	IRSA002	\$ 6,683.49	
7/29/2022	094870	INTERSTATE GAS SUPPLY INC	IGS001	\$ 45,319.56	
7/29/2022	094871	LEGAL SHIELD	LEGA003	\$ 631.02	
7/29/2022	094872	LIBERTY FORD	LIBE003	\$ 25.10	
7/29/2022	094873	MILLER AND COMPANY	MILL009	\$ 165.00	
7/29/2022	094874	MSC INDUSTRIAL SUPPLY CO	MSCI001	\$ 53.49	
7/29/2022	094875	OHIO EDISON	OHIO011	\$ 594.15	
7/12/2022	094852	PROGRESSIVE CHRYSLER JEEP DODGE INC	PROG003	\$ 10.63	
7/29/2022	094876	PROGRESSIVE CHRYSLER JEEP DODGE INC	PROG003	\$ 517.56	
7/29/2022	094879	STANDARD INS CO	STAN005	\$ 1,695.06	
7/27/2022	094857	STANLEY MILLER CONSTRUCT	STAN002	\$ 422,082.93	Yes
7/27/2022	094858	STANLEY MILLER CONSTRUCT	STAN002	\$ 422,082.93	
7/12/2022	094854	STARK COUNTY SANITARY ENGINEERING	STAR034	\$ 326.70	

7/29/2022	094878	STARK SOIL & WATER CONSERVATION	SOIL001	\$	650.00
7/12/2022	094855	UPS FREIGHT	UPSF001	\$	36.62
7/29/2022	094880	UPS FREIGHT	UPSF001	\$	395.68
7/29/2022	094881	VERIZON WIRELESS	VERI001	\$	3,357.28
7/12/2022	094853	WILLIAMS SCOTSMAN INC	SCOT002	\$	11,860.00
7/29/2022	094877	WILLIAMS SCOTSMAN INC	SCOT002	\$	2,650.00
7/29/2022	094882	YOUNG TRUCK SALES INC.	YOUN002	\$	1,178.91
7/12/2022	094856	ZEP MANUFACTURING CO.	ZEPM001	\$	164.87

End of Report



Checks By Date July 2022

Document Date	Document Number	Vendor Name	Vendor ID	Document Amount	Voided
7/12/2022	094855	UPS FREIGHT	UPSF001	\$ 36.62	
7/12/2022	094843	BRINKS INC.	BRIN001	\$ 1,548.37	
7/12/2022	094846	CENTRAL GRAPHICS	CENT012	\$ 484.50	
7/12/2022	094847	CFIS GROUP	CFIS001	\$ 262.25	
7/12/2022	094848	CLEAN ENERGY	CLEA005	\$ 14,901.74	
7/12/2022	094850	ELDORADO NATIONAL - CALIFORNIA	ELDO001	\$ 590.16	
7/12/2022	094852	PROGRESSIVE CHRYSLER JEEP DODGE INC	PROG003	\$ 10.63	
7/12/2022	094842	BALLARD POWER SYSTEMS INC	BALL002	\$ 11,125.00	
7/12/2022	094854	STARK COUNTY SANITARY ENGINEERING	STAR034	\$ 326.70	
7/12/2022	094853	WILLIAMS SCOTSMAN INC	SCOT002	\$ 11,860.00	
7/12/2022	094856	ZEP MANUFACTURING CO.	ZEPM001	\$ 164.87	
7/12/2022	094849	CUMMINS SALES AND SERVICE	CUMM002	\$ 1,905.17	
7/12/2022	094845	CASH	CASH001	\$ 6,105.00	HOF/TVM
7/12/2022	094851	INTERNAL REVENUE SERVICE	IRSA002	\$ 6,683.49	
7/12/2022	094844	CANTON CITY UTILITIES	CANT011	\$ 1,011.69	
7/12/2022	094841	AKRON MUNICIPAL COURT	AKRO005	\$ 150.00	
7/27/2022	094857	STANLEY MILLER CONSTRUCT	STAN002	\$ 422,082.93	Yes
7/27/2022	094858	STANLEY MILLER CONSTRUCT	STAN002	\$ 422,082.93	
7/29/2022	094880	UPS FREIGHT	UPSF001	\$ 395.68	
7/29/2022	094881	VERIZON WIRELESS	VERI001	\$ 3,357.28	
7/29/2022	094859	AEP OHIO	AEPO001	\$ 16,824.40	
7/29/2022	094863	AT&T - 5019	ATT9011	\$ 4,685.73	
7/29/2022	094862	AT&T 5011	ATT5011	\$ 2,453.30	
7/29/2022	094864	BRINKS INC.	BRIN001	\$ 18.99	
7/29/2022	094865	CANTON REGIONAL CHAMBER	CANT032	\$ 3,000.00	
7/29/2022	094866	CENTRAL GRAPHICS	CENT012	\$ 16,678.56	
7/29/2022	094867	CFIS GROUP	CFIS001	\$ 1,192.75	
7/29/2022	094883	CLEVELAND CLINIC MERCY HOSPITAL	MERC004	\$ 5,000.00	
7/29/2022	094868	COLEMAN PROFESSIONAL SERVICES	COLE001	\$ 500.00	
7/29/2022	094869	COLUMBIA GAS OF OHIO	COLU001	\$ 37.46	
7/29/2022	094874	MSC INDUSTRIAL SUPPLY CO	MSCI001	\$ 53.49	
7/29/2022	094876	PROGRESSIVE CHRYSLER JEEP DODGE INC	PROG003	\$ 517.56	
7/29/2022	094879	STANDARD INS CO	STAN005	\$ 1,695.06	
7/29/2022	094878	STARK SOIL & WATER CONSERVATION	SOIL001	\$ 650.00	
7/29/2022	094877	WILLIAMS SCOTSMAN INC	SCOT002	\$ 2,650.00	

7/29/2022	094882	YOUNG TRUCK SALES INC.	YOUN002	\$	1,178.91
7/29/2022	094875	OHIO EDISON	OHIO011	\$	594.15
7/29/2022	094873	MILLER AND COMPANY	MILL009	\$	165.00
7/29/2022	094871	LEGAL SHIELD	LEGA003	\$	631.02
7/29/2022	094872	LIBERTY FORD	LIBE003	\$	25.10
7/29/2022	094870	INTERSTATE GAS SUPPLY INC	IGS001	\$	45,319.56
7/29/2022	094860	AKRON MUNICIPAL COURT	AKRO005	\$	150.00
7/29/2022	094861	ALLIANCE WATER UTILITY	ALLI004	\$	210.39

End of Report



Electronic Payments July 2022

Document Date	Document Number	Vendor Name	Vendor ID	Document Amount
7/1/2022	000107559	OHIO TRANSIT RISK POOL	OHIO022	\$ 103,266.00
7/6/2022	000107451	METRO CLEVELAND SECURITY INC	METR006	\$ 3,412.50
7/8/2022	000107560	CANTON CITY INCOME TAX	CANT008	\$ 11,089.98
7/8/2022	000107666	CANTON POLICE PATROLMENS	CANT026	\$ 3,971.00
7/8/2022	000107602	COLONIAL SUPPLEMENTAL INSURANCE	COLO001	\$ 1,120.69
7/8/2022	000107561	INTERNAL REVENUE SERVICE	IRSA002	\$ 53,830.12
7/8/2022	000107562	OHIO DEPT OF TAXATION	OHIO010	\$ 10,962.31
7/8/2022	000107603	OHIO PUBLIC EMPLOYEES	OHIO017	\$ 10,408.00
7/12/2022	000107595	ALPHA LAND TITLE AGENCY	ALPH004	\$ 12,863.57
7/18/2022	000107606	HUNTINGTON BANK - EA1W18	HUNT004	\$ 31,417.68
7/19/2022	000107598	AMERICAN HERITAGE LIFE INS CO	AMER022	\$ 844.44
7/19/2022	000107599	OHIO CSPC	OHIO007	\$ 4,945.06
7/20/2022	000107605	HEALTH TP OF OHIO	HEAL004	\$ 400,000.00
7/20/2022	000107600	OHIO CSPC	OHIO007	\$ 4,568.60
7/21/2022	000107597	AFLAC	AFLA001	\$ 5,489.78
7/22/2022	000107601	COLONIAL SUPPLEMENTAL INSURANCE	COLO001	\$ 1,120.69
7/22/2022	000107604	OHIO PUBLIC EMPLOYEES	OHIO017	\$ 10,383.00
7/25/2022	000107612	CANAL FULTON TAX	CANA004	\$ 122.37
7/25/2022	000107609	CANTON CITY INCOME TAX	CANT008	\$ 11,485.30
7/25/2022	000107596	CONSUMER DRIVEN ADMINISTRATORS LLC	CDA001	\$ 325.00
7/25/2022	000107613	DALTON TAX	DALT001	\$ 32.48
7/25/2022	000107610	INTERNAL REVENUE SERVICE	IRSA002	\$ 56,751.88
7/25/2022	000107611	OHIO DEPT OF TAXATION	OHIO010	\$ 11,543.45
7/25/2022	000107614	SEBRING TAX	SEBR001	\$ 37.30
7/27/2022	000107607	OPERS	PERS001	\$ 5,341.05
7/27/2022	000107608	OPERS	PERS001	\$ 214,154.96
7/31/2022	000107910	INTERNAL REVENUE SERVICE	IRSA002	\$ 22.38

End of Report



EFT Payments July 2022

Document Date	Document Number	Vendor Name	Vendor ID	Document Type	Document Amount
7/13/2022	EFT00000005239	AFSCME	AFSC001	Payment	\$ 3,936.16
7/13/2022	EFT00000005240	AIR PRODUCTS AND CHEMICALS INC	AIRP002	Payment	\$ 18,677.59
7/13/2022	EFT00000005241	AMERICAN FOOD & VENDING	AMER029	Payment	\$ 1.85
7/13/2022	EFT00000005277	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	Payment	\$ 4,156.02
7/13/2022	EFT00000005242	RICHARD L. BOWEN & ASSOCIATES	BOWE002	Payment	\$ 91,829.20
7/13/2022	EFT00000005243	CALSTART	CALS001	Payment	\$ 11,111.81
7/13/2022	EFT00000005244	CANTON PEST CONTROL	CANT023	Payment	\$ 47.00
7/13/2022	EFT00000005245	CANTON TOWING	CANT059	Payment	\$ 2,700.00
7/13/2022	EFT00000005246	THOMPSON COBURN LLP	COBU001	Payment	\$ 24,640.00
7/13/2022	EFT00000005247	CITIZENS FOR SARTA	COMM001	Payment	\$ 205.00
7/13/2022	EFT00000005248	COMMUNITY ACTION WAYNE MEDINA	COMM011	Payment	\$ 793.43
7/13/2022	EFT00000005249	COPLY OHIO NEWSPAPERS	COPL001	Payment	\$ 180.64
7/13/2022	EFT00000005250	CULLIGAN OF CANTON	CULL001	Payment	\$ 37.95
7/13/2022	EFT00000005278	D & W DIESEL INC	DWDI001	Payment	\$ 2,371.55
7/13/2022	EFT00000005251	GENFARE A DIVISION OF SPX CORP	GFI 001	Payment	\$ 13,178.85
7/13/2022	EFT00000005252	GILLIG LLC	GILL001	Payment	\$ 930.12
7/13/2022	EFT00000005253	GLADIUEX ENEGY	GLAD001	Payment	\$ 21,699.55
7/13/2022	EFT00000005254	GOODYEAR TIRE AND RUBBER	GOOD001	Payment	\$ 16,770.00
7/13/2022	EFT00000005255	HEAVY LIFT SYSTEMS INC.	HEAV001	Payment	\$ 10,787.00
7/13/2022	EFT00000005256	MARK D HENNING	HENN002	Payment	\$ 2,275.00
7/13/2022	EFT00000005257	INDEPENDENT ELEVATOR CO.	INDE005	Payment	\$ 182.00
7/13/2022	EFT00000005258	INNIS MAGGIORE GROUP INC	INNI001	Payment	\$ 2,074.00
7/13/2022	EFT00000005259	GIOVANNI CUSTOMZ	JOHN008	Payment	\$ 4,923.50
7/13/2022	EFT00000005260	J. P. BOYLAN CO. & SONS	JPBO001	Payment	\$ 150.00
7/13/2022	EFT00000005261	MOHAWK MFG. & SUPPLY CO.	MOHA001	Payment	\$ 166.98
7/13/2022	EFT00000005262	MUNCIE RECLAMATION & SPLY	MUNC001	Payment	\$ 824.24
7/13/2022	EFT00000005263	AIRGAS USA LLC	OHIO003	Payment	\$ 552.76
7/13/2022	EFT00000005264	PEOPLE	PEOP001	Payment	\$ 24.36
7/13/2022	EFT00000005265	PPI GRAPHICS	PPIG001	Payment	\$ 286.96
7/13/2022	EFT00000005266	PRINTING CONCEPTS INC	PRIN004	Payment	\$ 2,222.00
7/13/2022	EFT00000005279	REDMONDS PARTS & SUPPY INC.	REDM001	Payment	\$ 3,107.73
7/13/2022	EFT00000005267	J DAVID RESS	RESS001	Payment	\$ 498.00
7/13/2022	EFT00000005268	SAFETY-KLEEN	SAFE001	Payment	\$ 842.68
7/13/2022	EFT00000005269	STAPLES ADVANTAGE	STAP001	Payment	\$ 79.88
7/13/2022	EFT00000005270	SUPERIOR SPRING INC	SUPE002	Payment	\$ 1,675.20
7/13/2022	EFT00000005271	TESCO	TESC001	Payment	\$ 3,684.67
7/13/2022	EFT00000005272	THOMAS ENERGY CONSULTING	THOM014	Payment	\$ 6,240.00
7/13/2022	EFT00000005273	WESTERN BRANCH DIESEL INC	WEST002	Payment	\$ 1,064.91
7/13/2022	EFT00000005274	THE WORKSHOPS INC.	WORK002	Payment	\$ 1,937.08
7/13/2022	EFT00000005275	WORK HEALTH & SAFETY SERVICES	WORK003	Payment	\$ 1,985.00
7/13/2022	EFT00000005276	YMCA OF CENTRAL STARK COUNTY	YMCA003	Payment	\$ 2,091.00
7/20/2022	EFT00000005280	AFSCME	AFSC001	Payment	\$ 3,909.20
7/20/2022	EFT00000005281	AIR PRODUCTS AND CHEMICALS INC	AIRP002	Payment	\$ 9,041.21

7/20/2022	EFT00000005282	AMERICAN FOOD & VENDING	AMER029	Payment	\$	714.40
7/20/2022	EFT00000005283	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	Payment	\$	4,336.65
7/20/2022	EFT00000005284	CANTON POLICE PATROLMENS	CANT026	Payment	\$	4,322.50
7/20/2022	EFT00000005285	CANTON TOWING	CANT059	Payment	\$	1,675.00
7/20/2022	EFT00000005286	CARNATION SECURITY SERVICES INC	CARN001	Payment	\$	66.00
7/20/2022	EFT00000005287	CINTAS	CINT001	Payment	\$	15,504.66
7/20/2022	EFT00000005288	CITIZENS FOR SARTA	COMM001	Payment	\$	204.00
7/20/2022	EFT00000005289	CREATIVE BUS SALES	CREA003	Payment	\$	167.10
7/20/2022	EFT00000005290	DE LAGE LANDEN FINANCIAL SEVICES INC	DELA001	Payment	\$	239.00
7/20/2022	EFT00000005291	GILLIG LLC	GILL001	Payment	\$	348.06
7/20/2022	EFT00000005292	GLADIUEX ENEGY	GLAD001	Payment	\$	21,727.05
7/20/2022	EFT00000005293	THE GLASS STATION	GLAS001	Payment	\$	294.00
7/20/2022	EFT00000005294	INTERNATIONAL BUSINESS MACHINES	IBM001	Payment	\$	882.00
7/20/2022	EFT00000005295	J. P. BOYLAN CO. & SONS	JPBO001	Payment	\$	100.00
7/20/2022	EFT00000005296	MASABI LLC	MASA001	Payment	\$	22,078.37
7/20/2022	EFT00000005297	MCMASTER - CARR	MCMA001	Payment	\$	51.53
7/20/2022	EFT00000005298	METRO CLEVELAND SECURITY INC	METR006	Payment	\$	2,512.50
7/20/2022	EFT00000005299	MOHAWK MFG. & SUPPLY CO.	MOHA001	Payment	\$	1,523.48
7/20/2022	EFT00000005310	MICHAEL MOUSER	MOUS002	Payment	\$	1,231.23 *Travel*
7/20/2022	EFT00000005300	PEOPLE	PEOP001	Payment	\$	24.36
7/20/2022	EFT00000005301	PORTS PETROLEUM CO. INC.	PORT002	Payment	\$	701.25
7/20/2022	EFT00000005302	REDMONDS PARTS & SUPPY INC.	REDM001	Payment	\$	143.56
7/20/2022	EFT00000005303	SIMA MARKETING	SIMA001	Payment	\$	6,270.00
7/20/2022	EFT00000005304	STANDARD PLUMBING AND HEAT	STAN001	Payment	\$	3,638.00
7/20/2022	EFT00000005305	STARK COUNTY REG PLANNING	STAR011	Payment	\$	40.72
7/20/2022	EFT00000005306	TESCO	TESC001	Payment	\$	3,409.87
7/20/2022	EFT00000005307	VESCO OIL	VESC001	Payment	\$	728.40
7/20/2022	EFT00000005308	WORKMAN'S NAPA AUTO PARTS	WORK006	Payment	\$	275.38
7/20/2022	EFT00000005309	W.W. GRAINGER INC.	WWGR001	Payment	\$	651.82
7/29/2022	EFT00000005311	AIR PRODUCTS AND CHEMICALS INC	AIRP002	Payment	\$	38,402.48
7/29/2022	EFT00000005312	ANDERSEN MATERIAL HANDLING	ANDE	Payment	\$	1,022.40
7/29/2022	EFT00000005313	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	Payment	\$	1,164.52
7/29/2022	EFT00000005314	CANTON TOWING	CANT059	Payment	\$	2,742.50
7/29/2022	EFT00000005315	CINTAS	CINT001	Payment	\$	760.49
7/29/2022	EFT00000005316	CONSOLIDATED GRAPHICS GROUP INC	CONS006	Payment	\$	860.00
7/29/2022	EFT00000005317	CARRIE DOMER	DOME001	Payment	\$	579.97 *Airfare*
7/29/2022	EFT00000005318	DON SMITH AUTO PARTS	DONS001	Payment	\$	868.97
7/29/2022	EFT00000005319	D & W DIESEL INC	DWDI001	Payment	\$	4,667.78
7/29/2022	EFT00000005320	ETC TECH SOLUTIONS	ETCT001	Payment	\$	1,200.00
7/29/2022	EFT00000005321	FINGER LAKES SYSTEM CHEMSITRY	FING001	Payment	\$	823.20
7/29/2022	EFT00000005322	MONNA FRANKOVITS	FRAN005	Payment	\$	3,622.85
7/29/2022	EFT00000005323	GILLIG LLC	GILL001	Payment	\$	1,950.67
7/29/2022	EFT00000005324	GLADIUEX ENEGY	GLAD001	Payment	\$	22,297.69
7/29/2022	EFT00000005325	GOODYEAR TIRE AND RUBBER	GOOD001	Payment	\$	17,080.00
7/29/2022	EFT00000005326	GRAPHIC ENTERPRISES INC	GRAP001	Payment	\$	737.42
7/29/2022	EFT00000005327	HERBS TRANSMISSION	HERB002	Payment	\$	4,000.00
7/29/2022	EFT00000005328	J. P. BOYLAN CO. & SONS	JPBO001	Payment	\$	270.00
7/29/2022	EFT00000005329	KWGD	KRUG001	Payment	\$	42,012.98

7/29/2022	EFT000000005330	M CONLEY	MCON001	Payment	\$	180.35
7/29/2022	EFT000000005331	MEDICAID BILLING SOLUTIONS INC	MEDI004	Payment	\$	400.00
7/29/2022	EFT000000005332	MOHAWK MFG. & SUPPLY CO.	MOHA001	Payment	\$	9,162.01
7/29/2022	EFT000000005333	MUNCIE RECLAMATION & SPLY	MUNC001	Payment	\$	938.46
7/29/2022	EFT000000005334	NEORIDE	NEOR001	Payment	\$	4,150.88
7/29/2022	EFT000000005335	OMNIPRO	OMNI003	Payment	\$	23,202.50
7/29/2022	EFT000000005336	NINA PHILIPS	PHIL002	Payment	\$	207.00 *ATI Conference*
7/29/2022	EFT000000005337	REDMONDS PARTS & SUPPY INC.	REDM001	Payment	\$	2,038.95
7/29/2022	EFT000000005338	SAFEGUARD PREMIER BRANDING SOLUTION	SAFE003	Payment	\$	7,630.00
7/29/2022	EFT000000005339	SILCO	SILC001	Payment	\$	149.50
7/29/2022	EFT000000005340	STALEY TECH INC	STAL001	Payment	\$	533.25
7/29/2022	EFT000000005341	STANDARD PLUMBING AND HEAT	STAN001	Payment	\$	1,485.12
7/29/2022	EFT000000005342	STARK COUNTY REG PLANNING	STAR011	Payment	\$	801.97
7/29/2022	EFT000000005343	TESCO	TESC001	Payment	\$	7,379.99
7/29/2022	EFT000000005344	JACK THOMPSON	THOM001	Payment	\$	207.00 *ATI Conference*
7/29/2022	EFT000000005345	VESCO OIL	VESC001	Payment	\$	3,368.36
7/29/2022	EFT000000005346	VIDEO SYSTEMS & SECURITY INC	VIDE001	Payment	\$	155.00
7/29/2022	EFT000000005347	W.W. GRAINGER INC.	WWGR001	Payment	\$	763.07
7/29/2022	EFT000000005348	YODER'S QUALITY CONSTRUCTION & REMO	YODE003	Payment	\$	3,300.00

End of Report



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
BUSES	FEDERAL	LoNo 40' Hydrogen Bus	OH-2018-007-00	85%	2018	\$ 1,511,000.00	\$ (1,511,000.00)	\$ -
CAPITAL	FEDERAL	LoNo 4 SARTA Data Biodigester	OH-2018-007-00	80%	2018	\$ 100,000.00	\$ (97,802.00)	\$ 2,198.00
PASS THRU	FEDERAL	LoNo 4 CalStart Data	OH-2018-007-00	80%	2018	\$ 139,000.00	\$ (139,000.00)	\$ -
						\$ 1,750,000.00	\$ (1,747,802.00)	\$ 2,198.00
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
						\$ 3,700,255.00	\$ (3,646,760.00)	\$ 53,495.00
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)	\$ -
						\$ 50,000.00	\$ (25,000.00)	\$ 25,000.00
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 Implentation	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)	\$ -
						\$ 543,972.00	\$ (542,440.00)	\$ 1,532.00
5310	FEDERAL	FY18 5310 SARTA Admin	OH-2018-030-00	100%	2018	\$ 29,811.00	\$ (6,601.00)	\$ 23,210.00
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)	\$ -
						\$ 298,140.00	\$ (279,011.00)	\$ 19,129.00
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	\$ (30,536.00)	\$ 5,464.00
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	\$ (71,864.00)	\$ 8,136.00



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
MM	FEDERAL	FY19 5307 M Mobility	OH-2019-033-00	80%	2019	\$ 280,000.00	\$ (233,225.00)	\$ 46,775.00
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)	\$ -
						\$ 3,934,274.00	\$ (3,874,786.00)	\$ 59,488.00
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)	\$ -
						\$ 2,112,455.00	\$ (2,076,755.00)	\$ 35,700.00
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	\$ (148,273.62)	\$ 132,402.38
						\$ 721,533.00	\$ (589,130.62)	\$ 132,402.38
BUSES	FEDERAL	4 CMAQ CNG Buses	OH-2020-011-00	80%	2020	\$ 1,856,000.00	\$ (1,270,960.00)	\$ 585,040.00
HYDRO STATION	FEDERAL	CMAQ Hydrogen Station	OH-2020-011-00	90%	2020	\$ 1,240,000.00	\$ (78,464.00)	\$ 1,161,536.00
						\$ 3,096,000.00	\$ (1,349,424.00)	\$ 1,746,576.00
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	\$ (831,148.00)	\$ 368,852.00
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	\$ (29,385.00)	\$ 170,615.00
						\$ 4,032,637.00	\$ (1,306,749.00)	\$ 2,725,888.00
IMI	FEDERAL	IMI Research CSU	OH-2020-032-00	100%	2020	\$ 250,000.00	\$ (139,171.00)	\$ 110,829.00
IMI	FEDERAL	IMI Research Masabi	OH-2020-032-00	100%	2020	\$ 622,443.00	\$ (63,366.00)	\$ 559,077.00
IMI	FEDERAL	IMI Research Calstart	OH-2020-032-00	100%	2020	\$ 454,000.00	\$ (221,684.00)	\$ 232,316.00
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)	\$ -



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
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	\$ (64,804.00)	\$ 11,726.00
IMI	FEDERAL	IMI Research Other	OH-2020-032-00	100%	2020	\$ 150,562.00	\$ -	\$ 150,562.00
						\$ 1,997,503.00	\$ (816,979.00)	\$ 1,180,524.00
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	\$ (176,896.00)	\$ 785,234.00
						\$ 962,130.00	\$ (176,896.00)	\$ 785,234.00
BUSES	FEDERAL	DERG 6+2 <30' CNG Buses	OH-2021-001-00	80%	2020	\$ 758,035.00	\$ (758,035.00)	\$ -
BUSES	FEDERAL	FY21 DERG 7 30' CNG Buses	OH-2021-001-00	78%	2021	\$ 830,919.18	\$ (378,549.00)	\$ 452,370.18
						\$ 1,588,954.18	\$ (1,136,584.00)	\$ 452,370.18
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	\$ (456,077.00)	\$ 74,923.00
BUILDING	STATE	OTP2 Facility Expansion	OTPP-0084-GRF-212	100%	2021	\$ 1,000,000.00	\$ (545,790.58)	\$ 454,209.42
PLANNING	STATE	OTP2 Marketing New Fares	OTPP-0084-GRF-213	100%	2021	\$ 135,000.00	\$ (135,000.00)	\$ -
PLANNING	STATE	OTP2 Transit Passes Work & Healthcare	OTPP-0084-GRF-211	100%	2021	\$ 108,000.00	\$ (108,000.00)	\$ -
						\$ 1,774,000.00	\$ (1,244,867.58)	\$ 529,132.42
WAYNE	STATE	5311 Wayne Co Op Exp	RPTF-4084-GRF-211	100%	2021	\$ 1,001,274.00	\$ (499,062.83)	\$ 502,211.17
						\$ 1,001,274.00	\$ (499,062.83)	\$ 502,211.17
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



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
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	\$ (1,204,458.00)	\$ 3,452,522.00
						\$ 4,704,020.00	\$ (1,251,498.00)	\$ 3,452,522.00
PLANNING	STATE	FY21 Community Immunity Program	GRFV-4084-GRV-210	100%	2021	\$ 226,732.00	\$ (191,294.39)	\$ 35,437.61
						\$ 226,732.00	\$ (191,294.39)	\$ 35,437.61
WAYNE	STATE	FY21 Wayne Co Community Immunity Program	GRFV-4084-GRV-210	100%	2021	\$ 69,133.00	\$ (3,100.34)	\$ 66,032.66
						\$ 69,133.00	\$ (3,100.34)	\$ 66,032.66
OP	FEDERAL	FY21 American Rescue Plan	OH-2021-024	100%	2021	\$ 12,261,078.00	\$ (3,139,039.00)	\$ 9,122,039.00
						\$ 12,261,078.00	\$ (3,139,039.00)	\$ 9,122,039.00
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	\$ (421,220.00)	\$ 1,578,780.00
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	\$ (181,536.00)	\$ 1,120,807.00
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	\$ (18,806.00)	\$ 26,194.00
IT	FEDERAL	FY21 5307 SOFTWARE	OH-2021-046-00	80%	2021	\$ 244,000.00	\$ (37,900.00)	\$ 206,100.00
IT	FEDERAL	FY21 5307 HARDWARE	OH-2021-046-00	80%	2021	\$ 28,000.00	\$ (19,392.00)	\$ 8,608.00
						\$ 3,992,279.00	\$ (678,854.00)	\$ 3,313,425.00
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



Project Type	Type	Project Name	Grant Number	Federal Share	Year of Allocation	Amended Amount	Draw Amounts	FTA Funding Balance
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	\$ (27,176.29)	\$ 71,004.71
						\$ 598,181.00	\$ (27,176.29)	\$ 571,004.71
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
BUSES	FEDERAL	FY22 DERG		80%	2022	\$ 2,000,000.00	\$ -	\$ 2,000,000.00
						\$ 2,000,000.00	\$ -	\$ 2,000,000.00
Active Grants Total:						\$ 52,835,239.18	\$ (24,883,673.05)	\$ 27,921,231.13
Pending Grants Total:						\$ 2,000,000.00	\$ -	\$ 2,000,000.00
FTA Grand Totals:						\$ 54,835,239.18	\$ (24,883,673.05)	\$ 29,921,231.13

Development & Special Projects



Clayton Popik, Director

Department of Development & Special Projects

August 16, 2022

Board Report – August 24, 2022

Massillon Transit Center

The FTA is allowing us to proceed with building on the new site on Tommy Henrich Dr. They also approved the National Environmental Protection Act (NEPA) study that we submitted earlier this year. The next steps for Massillon will be to sit down for a constructability review meeting with the architect, Bowen, on August 15th. In this meeting, we will go over comments made by our construction management firm, Omnipro, to make any final adjustments to the building. We plan to bid and have a contractor selected by the October 26th board meeting. Construction would commence in November, and it is anticipated to take approximately 12 months opening to passengers in November 2023.

Gateway Site

Grading work continued through July into August for the walking trail and new parking lot. The electrician was able to get in all the conduit for the light poles and cameras and the bases for the light poles were poured along with some of the curbs. Our contractor, Stanley-Miller, plans to pour the parking lot in mid-August. This should be done just in time for the new lot to be used while the sanitary sewer relocation project is completed.

Under the south parking lot, there is a sanitary sewer line that conflicts with the CNG expansion project. Our contractor, Stanley-Miller, will complete the relocation of this sewer toward the end of August. Staff will park in the new parking lot during this time. The equipment installation for the CNG expansion is scheduled to occur in mid- to late September.

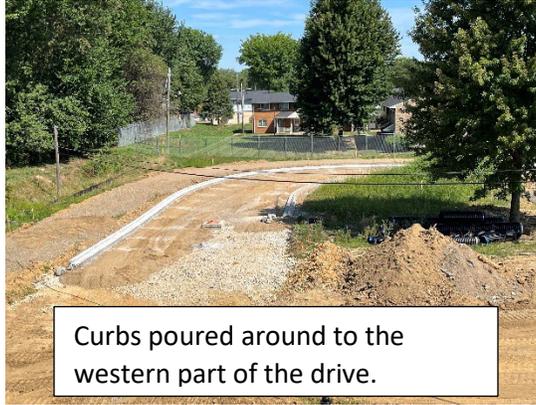
We will have a constructability review meeting for the new administration building on August 15th. This building should go to bid during the week of August 29th and a contractor selected for approval at the September 28th board meeting. Work should commence in October and the building should be ready for use by early 2024.



Curbs poured for the new parking lot, Light pole bases poured. Training pad complete.



Curbs poured at the Robin Ct. entrance.



HVAC Upgrade to Current Administration Building

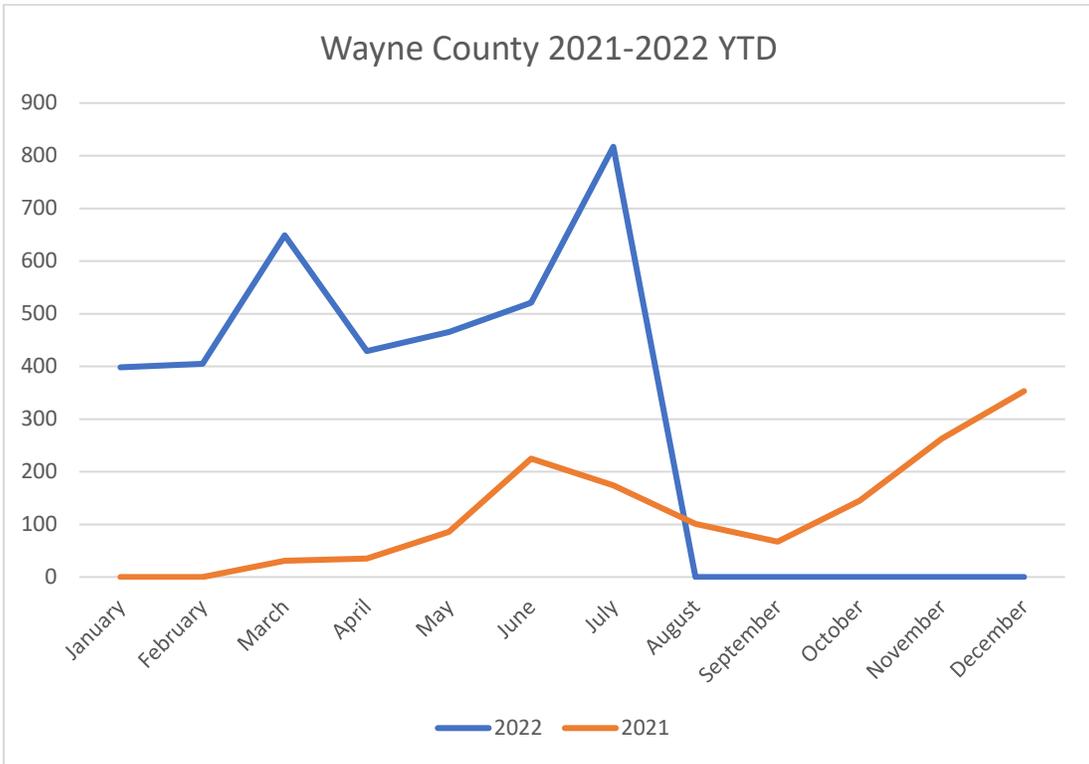
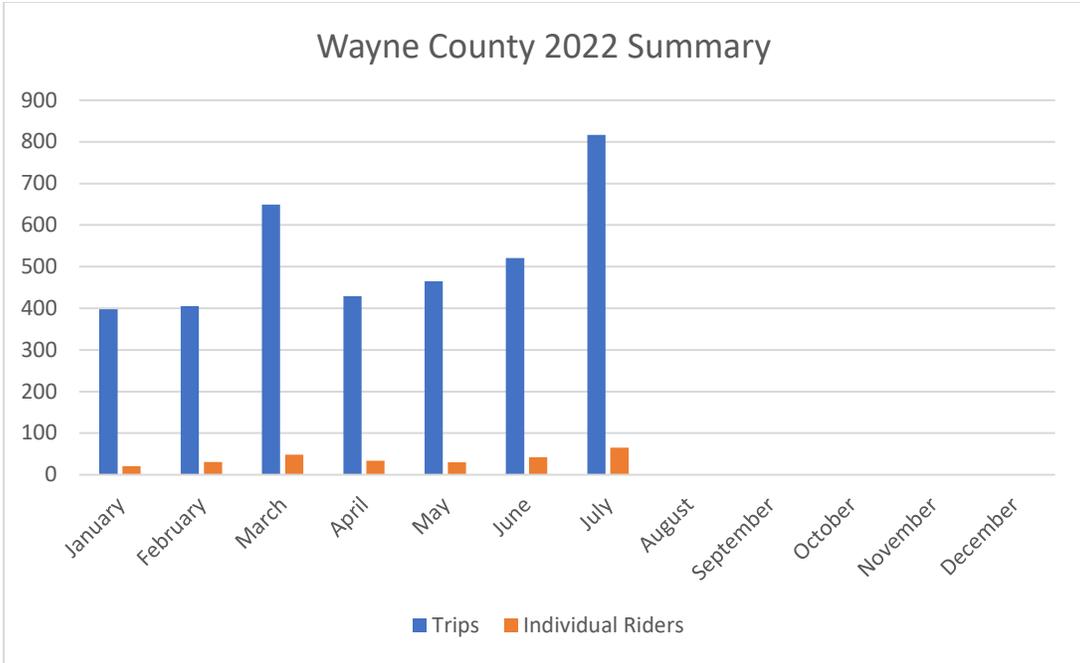
In February, we engaged with Bowen to complete an evaluation of our HVAC system for both the garage and administration building. Through their subcontractor, Veregy, the HVAC system had some findings that needed addressed. Some were repairs that could be made immediately, and others were more substantial and have led to the decision to upgrade the system. This system is inefficient and beyond its useful life. Due to failing controls, temperatures fluctuate within the building and the system has failed several times this summer. The report from Veregy also shows that some repairs were needed for the garage ventilation system and those repairs were made immediately.

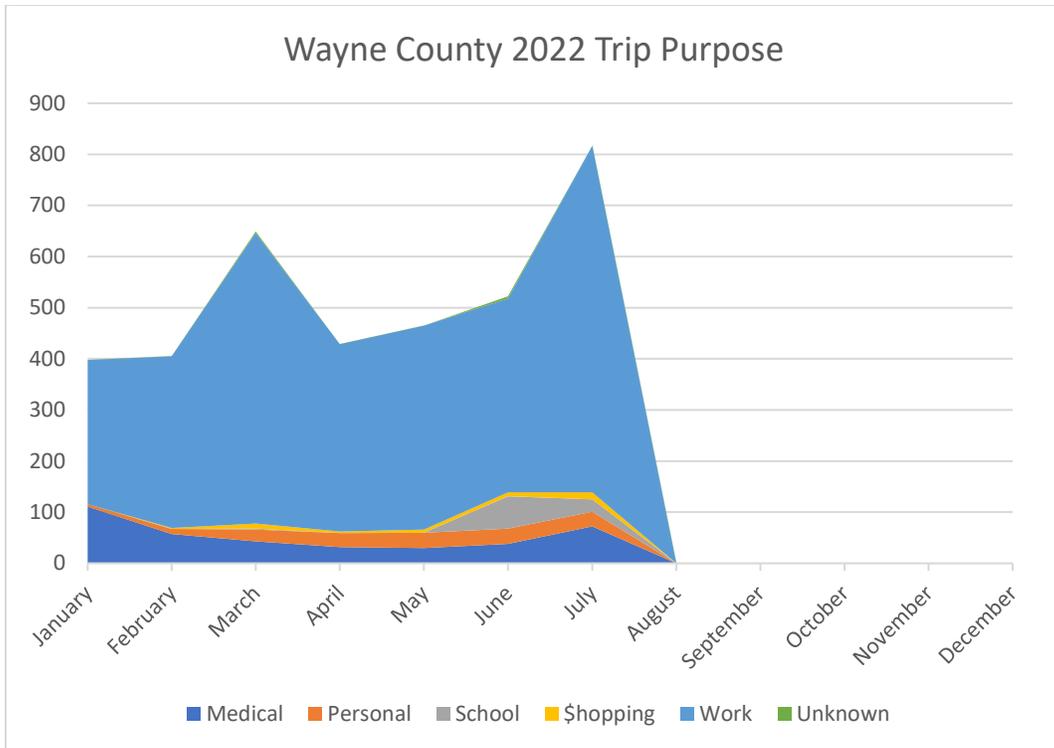
We have posted a bid for a contractor to come in and replace this system. The bid opening is to be held on August 16th, and as of this writing a contractor was still being finalized.

Wayne County Transit (WCT)

We provided a total of 817 trips in July transporting 65 individual riders. These trips consisted of work = 678; medical = 72; shopping = 14; school = 24 and personal = 29. The charts below illustrate the ridership trends for WCT.

In mid-July, we began transporting clients of the Wayne County Board of Developmental Disabilities. The board was notified by Wooster Transit that they will no longer be able to provide transportation services for their clients as of July 15th. We began registering Board of DD clients immediately and established a transportation agreement with them. We are transporting approximately 20 DD clients at \$20.19 per trip. This new service caused a significant jump in total trips for July and continues to demonstrate how important WCT has become for the residents of Wayne County.





Streetcar

No further updates since our consultant, Tim Rosenberger, presented to the board on July 27th. Tim is wrapping up the study for a final round of public meetings that will occur in mid-September. The study will also give us our final snapshot of what Streetcar service could look like and what the anticipated cost would be to implement such a service.

Customer Relations



Latrice Virola, Director

July 2022

Marketing & Public Outreach

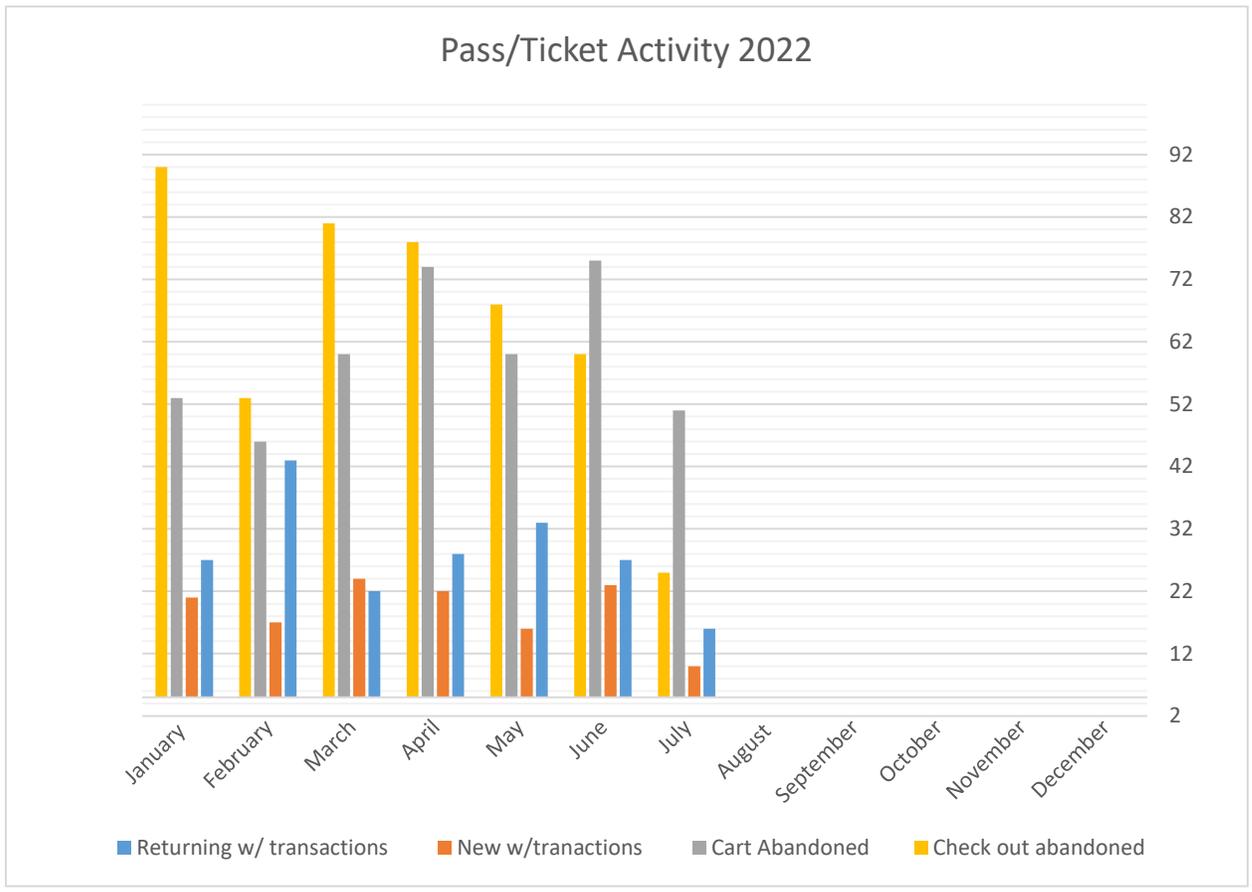
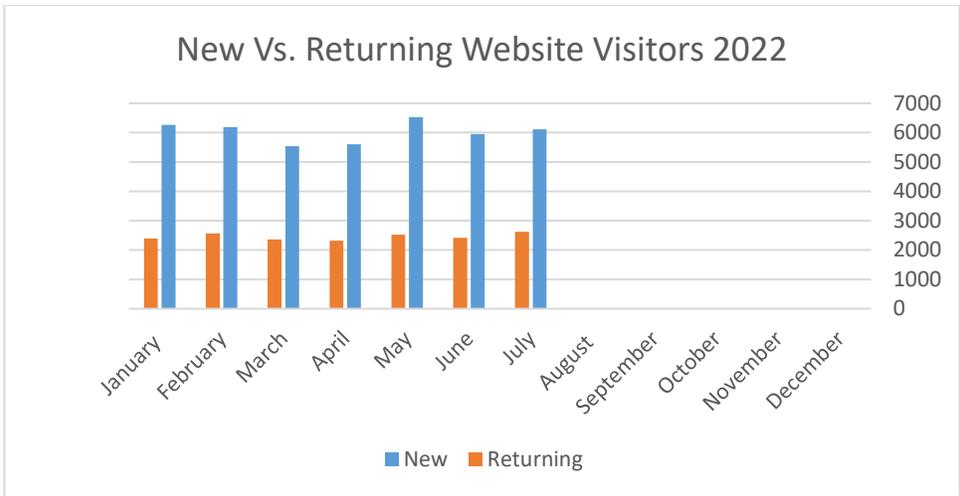
- SCORE Card Launch
 - On Wednesday, July 13th, 2022, SARTA held the official kick-off celebration for the SARTA SCORE Card at Cornerstone
 - 2 Food trucks attended
 - On-Site DJ with Q92
- Customer Relations continued to perform public outreach at the Belden Village, Phyllis Beyers Alliance and Massillon Transit Center locations throughout the rest of the month talking to riders and distributing information related to SCORE Cards.
- SARTABuzz
 - 2 Messages
 - 3 New Subscriber
- EZFare Sales:
 - One-Way: \$704
 - Passes: \$10,089
 - Pass Count:
 - All Day – 1644
 - Cleveland – 16
 - Proline – 244
 - Proline 31-Day – 24
 - Regular 31-Day – 81
 - Wayne Co. – 46
- Social Media Activity:
 - Facebook
 - 4,378 likes to our page
 - 4,700 followers to our page
 - 26 new likes
 - 17 posts
 - 3 check ins
 - 254,939 monthly reach
 - 164,208 Daily total Impressions
 - 0 videos posted
 - 2,700 Daily Video Views
 - 429 Monthly Video Clicks
 - 942 Monthly Video Re-Plays
 - Twitter
 - 923 followers
 - 7 re-tweets
 - 8 likes

- 6 Link clicks
- 1,280 impressions
- 21 tweets
- 4 mentions
- 1,284 profile visits
- 4 media engagements

- Instagram
 - 720 total followers
 - 3 new followers
 - 6 images
 - 32 image/video likes
- LinkedIn
 - 665 total followers
 - 360 impressions
 - 13 new followers
- YouTube
 - 133 subscribers
 - 0 shares
 - 1,446 total views to page
 - 97 minutes watched

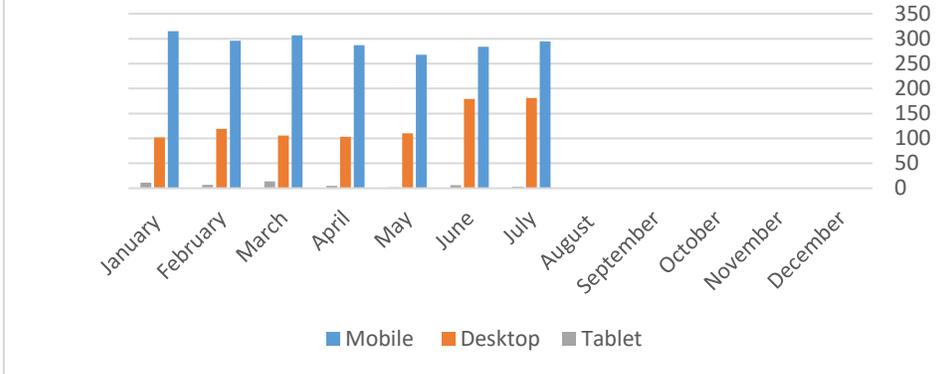
- SARTA Website Activity



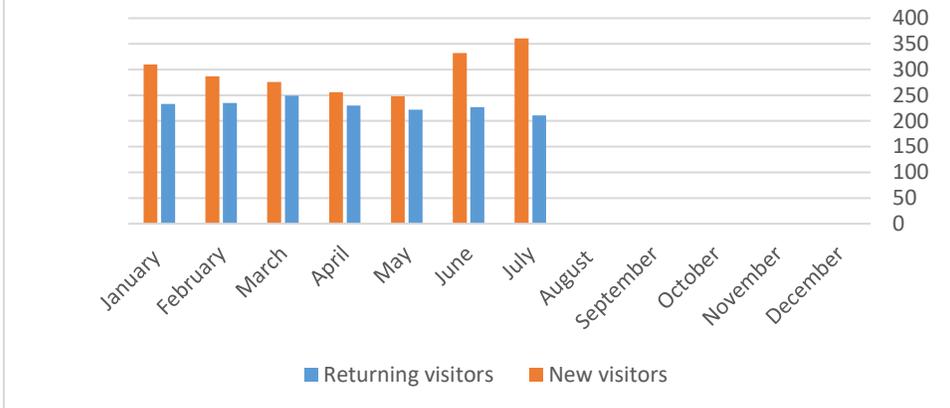


SARTA PinPoint App

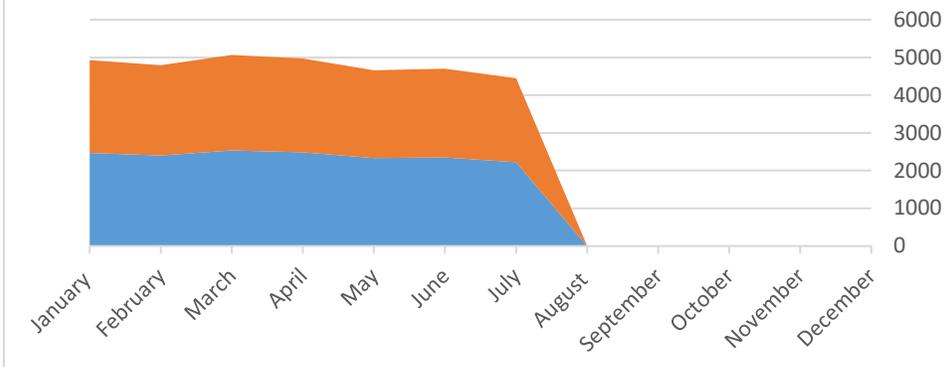
Device Used to Access PinPoint 2022



Returning vs. New PinPoint Users 2022

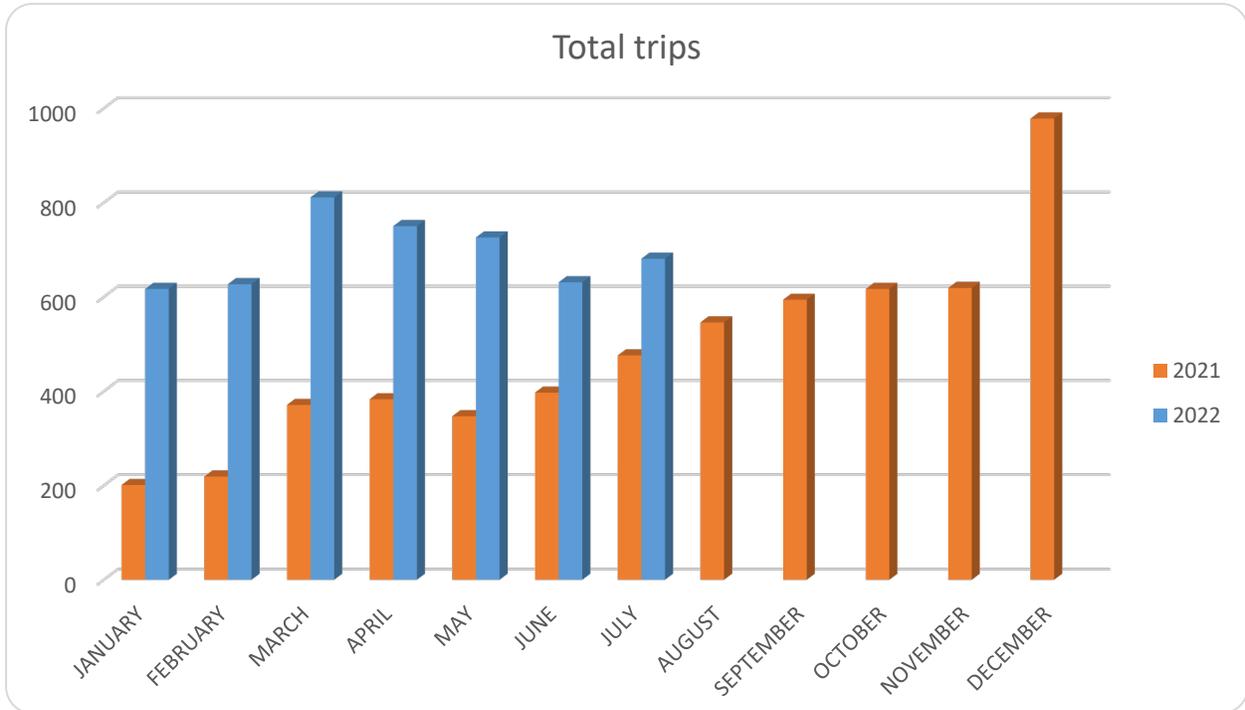


PinPoint Site Visit Per Month in 2022



Transportation Contracts

The numbers for contract trips have significantly increased over this time last year, we are starting to return to pre-COVID numbers. We signed an agreement with Wayne County Board of DD.



Community Outreach & Training

In the month of July, 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
 - “I Served” Veterans Resource Fair
 - Rittman/Wayne County Parade
 - Community Resource Fair- Goodwill Campus
 - Wheelchair Assessments- Stark and Wayne Counties
- Social Media Post and Web Updates
 - Route Detours
 - Vaccination Proof for Pass
 - Streetcar Feasibility Survey
 - SCORE Card- SARTA’s new Tap Card Payment System
- Answering questions via the phone about using SARTA services.

Information Technology



Craig Smith, Director



PROJECT REPORT

July 2022

PROJECT NAME	PURPOSE	PHASE	EST. COST	% COMPLETE
SARTA Revenue Fleet Farebox Replacement & Upgrade Project	SARTA's fare collection equipment is over 14 years old and must be replaced. SARTA is seeking an adequate replacement.	Active	\$2,204,285	98%
Installation of JRV Validators for EZFare	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	13%
SARTA Website Redesign	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	98%
Trapeze PASS V18 Upgrade Project	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.

Project Approval:	February 2019	Project Manager:	Craig Smith
Estimated Project Cost:	\$2,204,285	(Est. planning, execution, close-out)	
Est. 3 Future Yrs. Operational Cost:	TBD		
Execution Project Cost:	\$2,204,285	Execution Cost to Date:	\$1,562,215.92
Execution Start:	7/18/2019	Execution End:	7/1/2022
Funding Source for Project Cost		Vendor(s)	
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)

SARTA has moved from User Acceptance Testing (UAT) into production. 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 card readers on the on board fareboxes has been activated and SARTA buses are taking the SCORE cards. SCORE Cards launched publicly, Wednesday, July 13th.

Although, there are various intricate issues that are being refined with regards to financial reporting and the Retail Point of Sale (RPOS) devices which will allow SARTA to partner with an approved company to sell SARTA SCORE Cards at their locations. As for now, the SCORE Cards are now available and working.

SARTA is awaiting its new Limited Use Card, the Touch Down Card. There have been supply chain issues that have delayed this card from being launched. However, we are excited to know that the Touch Down cards are being prepped for launch coming soon.

Installation of JRV Validators for EZFare

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.

Project Approval:	June 14, 2021	Project Manager:	Craig Smith
Estimated Project Cost:	\$165,000.00	(Est. planning, execution, close-out)	
Est. 3 Future Yrs. Operational Cost:			
Execution Project Cost:	\$165,000.00	Execution Cost to Date:	\$141,369.00
Execution Start:	1/14/2022	Execution End:	08/02/2022
<u>Funding Source for Project Cost</u>		<u>Vendor(s)</u>	
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. The test station has been equipped with SARTA’s first active validator. The remaining validators are being installed as we speak.

SARTA Website Redesign

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.

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

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.

- **-IVR:** provides automatic previous day reminder calls, as well as, automatic imminent arrival calls to clients to inform them of when their bus will is on the way. Also, allows clients to book trips, confirm or cancel trips over the telephone. **COMPLETE – 11/2/2021**
- **-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**
- **-SUS:** keeps track of no shows, late cancels and cancel-at-the-door in order to assign proper suspension if necessary.
- **-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.
- **-APPS:** This is a brand new module that SARTA is piloting for a Microtransit evaluation.

Project Approval:	9/25/2019	Project Manager:	Craig Smith
Estimated Project Cost:	\$5,000	(Est. planning, execution, close-out)	
Est. 3 Future Yrs. Operational Cost:			
Execution Project Cost:	\$0.00	Execution Cost to Date:	\$0.00
Execution Start:	10/1/2019	Execution End:	TBD
<u>Funding Source for Project Cost</u>		<u>Vendor(s)</u>	
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

Resignations, Terminations, and Probation Releases

Changes in Personnel		
Resignation	Termination	Released from probation
0	0	0

New Hires and Promotions

Name	Position
Lumari Bickley	Training Specialist
Dylan Alborn	Maintenance Technician C
Jessica Ward	Service Technician
Tara Elliott	Building and Grounds Technician

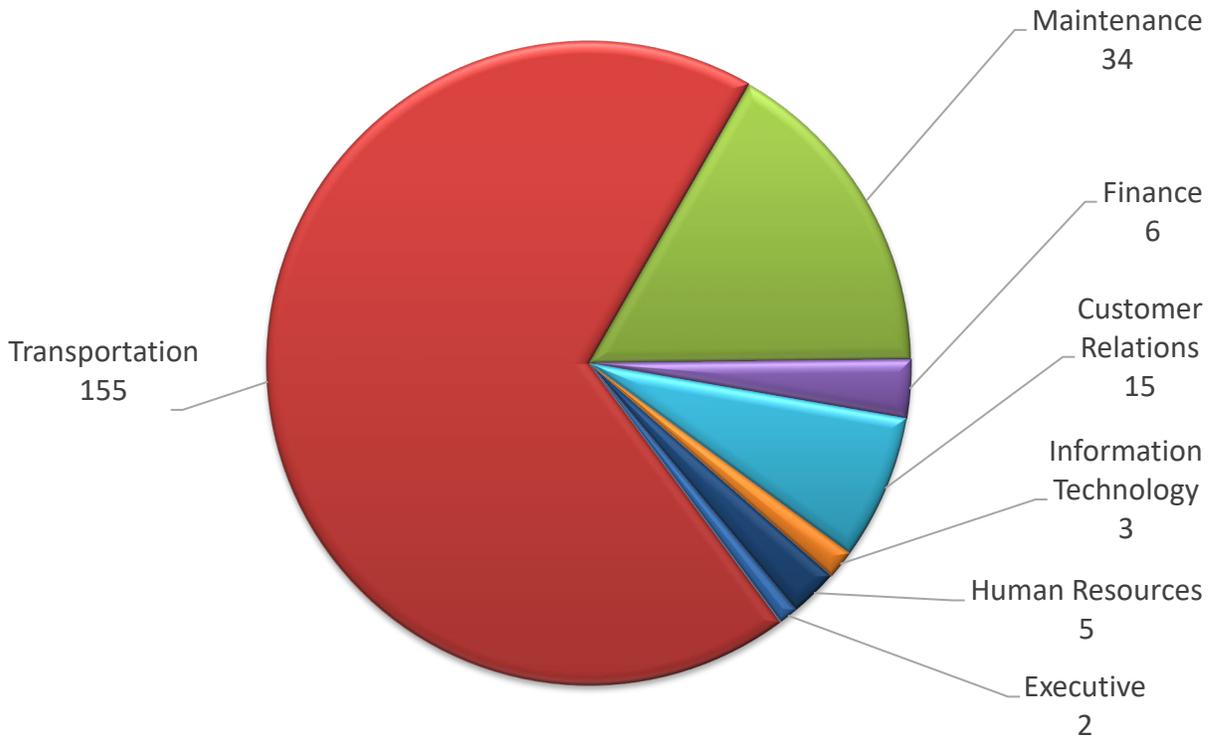
Current Openings

Position	Status
CDL Coach Operator (x4)	Orientation August 15, 2022
NON-CDL Coach Operator (x4)	Orientation August 15, 2022
Service Technician	Orientation July 18, 2022
Maintenance Technician C	Currently Interviewing
Grants and Accounting Manager	Post Ending July 25, 2022
Transportation Route Coordinator	Orientation August 1, 2022
Customer Service Representative (x2)	Post Ending July 18, 2022

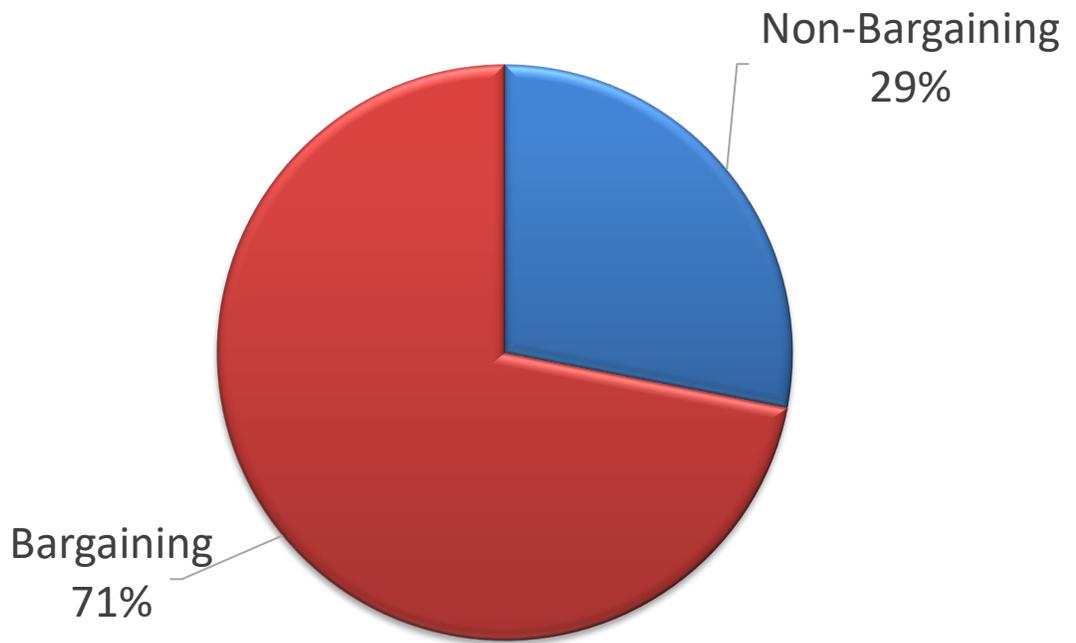
Current Staffing

Employees			
Department	Non Bargaining	Bargaining	Total
Executive	2	0	2
Transportation	20	135	155
Maintenance	10	24	34
Finance	7	0	7
Customer Relations	15	0	15
Information Technology	3	0	3
Human Resources	5	0	5
Total	62	159	221

Workforce Breakdown



Workforce Breakdown



FMLA / Short Term Disability

FMLA/Continuous Leave/Light Duty

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

General Human Resources' Functions

- Second quarter wellness challenge ended. Third quarter challenge will begin on Monday, July 25 and end Friday, October 14, 2022.
 - One new team member signed up for NOOM wellness benefit.
 - Six team members signed up for Pryor Learning training. This aligns with our focus on development.
-

Training

- The new Training Specialist began Monday, June 20, 2022.
 - Currently training the new Maintenance Tech who will test for Class B CDL on August 30, 2022.
 - Training on the New Hydrogen EH Van has begun.
 - Coach Operators have had the first stage of training for Score Cards.
-

SARTA Wellness Center

- Below is the clinic data for 2Q2022. A total of 145 patients were seen at the clinic or at the Liberty Clinic in Belden Village during the quarter, up 6% from the same period last year. The show rate is stable at about 92%, which is at the top of EHCS clinic performance and better than the target 85%. Capacity utilization was 70% for the second quarter; this is up 5% from the same quarter last year, but down a couple of percent from last quarter as we see the seasonally expected impact of good weather, good health, and vacations. Use of the clinic for chronic illness management and preventive care remained high at 88% for the quarter.
- A total of 168 prescriptions were dispensed during the quarter. YTD, prescriptions dispensed are up 8% over the same period last year.
- Utilization of the Liberty Clinic was down to 18 visits in the second quarter from 22 visits for the first quarter. The Liberty Clinic is a significant element of the value proposition for SARTA, providing 12% of total clinic visits for the quarter compared with 13% last quarter, and this benefit is provided at zero incremental cost to SARTA.

SARTA										
DATE	SCHEDULED VISITS	ACTUAL VISITS	CANCELLED/ NO-SHOW	%ACTUAL/ SCHEDULED	ACUTE CASES	CHRONIC/ PREVENTIVE CASES	%C&P	Capacity	Capacity Utilization	Rx Dispensed
2105 Totals	70	66	4	94.29%	16	50	75.76%	160	41.25%	42
2016										
1Q2016 Total	140	123	17	87.86%	24	99	80.49%	208	59.13%	118
2Q2016 Total	160	144	16	90.00%	39	105	72.92%	208	69.23%	161
3Q2016 Total	156	140	16	89.74%	35	105	75.00%	208	67.31%	161
4Q2016 Total	175	151	24	86.29%	33	118	78.15%	192	78.65%	189
2016 Total	631	558	73	88.43%	131	427	76.52%	816	68.38%	629
2017										
1Q2017 Total	153	140	13	91.50%	32	108	77.14%	192	72.92%	133
2Q2017 Total	182	170	12	93.41%	42	128	75.29%	208	81.73%	213
3Q2017 Total	159	147	12	92.45%	24	123	83.67%	192	76.56%	178
3Q2017 To-Date	494	457	37	92.51%	98	359	78.56%	592	77.20%	524
4Q2017 Total	224	210	14	93.75%	31	179	85.24%	208	100.96%	250
2017 Total	718	667	51	92.90%	129	538	80.66%	800	83.38%	774
2018										
1Q2018 Total	190	166	24	87.37%	36	130	78.31%	208	79.81%	186
2Q2018 Total	166	150	16	90.36%	45	105	70.00%	208	72.12%	171
YTD	356	316	40	88.76%	81	235	74.37%	416	75.96%	357
3Q2018 Total	140	127	13	90.71%	35	92	72.44%	192	66.15%	177
YTD	496	443	53	89.31%	116	327	73.81%	608	72.86%	534
4Q2018 Total	264	241	23	91.29%	51	51	21.16%	192	125.52%	172
2018 Total	760	684	76	90.00%	167	378	55.26%	800	85.50%	706
2019										
1Q2019 Total	171	161	10	94.15%	31	130	80.75%	208	77.40%	174
2Q2019 Total	187	165	22	88.24%	51	114	69.09%	208	79.33%	200
YTD	358	326	32	91.06%	82	244	74.85%	416	78.37%	374
3Q2019 Total	199	181	18	90.95%	31	150	82.87%	208	87.02%	198
YTD	557	507	50	91.02%	113	394	77.71%	624	81.25%	572
4Q2019 Total	346	317	29	91.62%	72	245	77.29%	208	152.40%	183
2019 Total	903	824	79	91.25%	185	639	77.55%	832	99.04%	755
2020										
1Q2020 Total	179	166	13	92.74%	33	133	80.12%	192	86.46%	197
2Q2020 Total	158	141	17	89.24%	24	117	82.98%	208	67.79%	142
YTD	337	307	30	91.10%	57	250	81.43%	400	76.75%	339
3Q2020 Total	179	165	14	92.18%	23	142	86.06%	208	79.33%	188
YTD	516	472	44	91.47%	80	392	83.05%	608	77.63%	527
4Q2020 Total	211	194	17	91.94%	31	163	84.02%	208	93.27%	190
2020 Total	727	666	61	91.61%	111	555	83.33%	816	81.62%	717
2021										
January Total	49	44	5	89.80%	6	38	86.36%	64	68.75%	65
February Total	47	45	2	95.74%	7	38	84.44%	64	70.31%	36
March Total	60	59	1	98.33%	4	55	93.22%	80	73.75%	75
1Q2021 Total	156	148	8	94.87%	17	131	88.51%	208	71.15%	176
April Total	31	30	1	96.77%	5	25	83.33%	64	46.88%	33
May Total	37	36	1	97.30%	2	34	94.44%	64	56.25%	56
June Total	75	70	5	93.33%	8	62	88.57%	80	87.50%	91
2Q2021 Total	143	136	7	95.10%	15	121	88.97%	208	65.38%	180
YTD	299	284	15	94.98%	32	252	88.73%	416	68.27%	356
July Total	49	44	5	89.80%	7	37	84.09%	64	68.75%	64
August Total	80	67	13	83.75%	10	57	85.07%	80	83.75%	65
September Total	99	88	11	88.89%	10	78	88.64%	64	137.50%	82
3Q2021 Total	228	199	29	87.28%	27	172	86.43%	208	95.67%	211
YTD	527	483	44	91.65%	59	424	87.78%	624	77.40%	567
October Total	155	141	14	90.97%	8	133	94.33%	64	220.31%	61
November Total	94	85	9	90.43%	2	83	97.65%	64	132.81%	66
December Total	66	62	4	93.94%	11	51	82.26%	80	77.50%	48
4Q2021 Total	315	288	27	91.43%	21	267	92.71%	208	138.46%	175
2021 Total	842	771	71	91.57%	80	691	89.62%	832	92.67%	742
2022										
January Total	60	56	4	93.33%	6	50	89.29%	64	87.50%	67
February Total	54	50	4	92.59%	6	44	88.00%	64	78.13%	71
March Total	75	69	6	92.00%	4	65	94.20%	80	86.25%	80
1Q2022 Total	189	175	14	92.59%	16	159	90.86%	208	84.13%	218
April Total	46	44	2	95.65%	5	39	88.64%	64	68.75%	43
May Total	47	40	7	85.11%	3	37	92.50%	64	62.50%	54
June Total	65	61	4	93.85%	10	51	83.61%	80	76.25%	71
2Q2022 Total	158	145	13	91.77%	18	127	87.59%	208	69.71%	168
YTD	347	320	27	92.22%	34	286	89.38%	416	76.92%	386

For Your Information



CANTON

SARTA debuting tap-to-pay SCORE card



Kelly Byer

The Repository

Published 2:52 p.m. ET July 12, 2022

CANTON – A reloadable, tap-to-pay card will be available starting Wednesday from the Stark Area Regional Transit Authority.

SARTA is hosting a kickoff event from 11 a.m. to 1 p.m. Wednesday at the Cornerstone Transit Center to introduce the SCORE (Secure, Convenient, Orderly, Reloadable and Economical) card.

CEO Kirt Conrad said the mobile app-based EZFare and cash payments will continue to be accepted, but the plastic SCORE card and future TouchDown card likely will replace magnetic stripe paper tickets by the end of the year.

"The SCORE card is more of a permanent one that you can use month after month and you can have an account on, where the Touch Down card is more of a limited one-time or 10 ride ticket kind of thing," he said.

More: SARTA sees 5% bump in May ridership, largest spike since COVID-19 outbreak

More: SARTA to hold public meetings on streetcar proposal

The problem with the paper tickets, Conrad said, is their tendency to get stuck in the fare boxes.

"We've been looking for a solution to the problem to kind of eliminate that," he said. "As more and more people use cash less and less, the industry's kind of been going to this smart card technology."

Canton resident Penny Waechter currently uses SARTA's monthly paper passes, which get worn over time, and is interested in the new card.

"I think it'd be a wonderful idea," she said while waiting on a bus at the Cornerstone Transit Center.

Alliance resident Neino Ingran also uses paper tickets and wasn't aware of the SCORE card details.

"That would be something I'm interested in," he said.

Sheila Fisher was less enthusiastic and said she wasn't interested in the new card but appreciates SARTA. "They take me everywhere," Fisher said.

Latrice Virola, SARTA's director of customer relations, said upcoming outreach efforts will attempt to explain the SCORE card and how riders might save money in the long run. Riders can pay less for a trip with a transfer, which is embedded on the card, rather than pay more for separate trips with cash.

"I think it's going to be really good," Virola said.

Conrad said another benefit of smart cards is the ability to transfer the balance of a lost card to another card because of the connected account.

SCORE cards can be purchased and reloaded at sartaonline.com or at transit centers. The Touch Down cards are expected to be introduced in the near future.



PRESS RELEASE

CONFERENCE FOCUSED ON HYDROGEN TRANSPORTATION INITIATIVES ANNOUNCED

Innovative Event to Highlight Emerging Energy Industry Opportunities

Tuesday, July 19th 2022, 7:02 AM CDT

Innovative Event to Highlight Emerging Energy Industry Opportunities

PENN VALLEY, PA, US, July 19, 2022 /[EINPresswire.com](http://www.einpresswire.com) (<http://www.einpresswire.com>)/ – The upcoming Appalachian Hydrogen Transportation [Conference](http://www.uticasummit.com) (<http://www.uticasummit.com>) will uniquely showcase the industry’s continued sustainability-focused progress. Produced by Shale Directories, the Canton Regional Chamber of Commerce, and H2-CCS Network, the event – scheduled for Friday, September 23, 2022 – will take place at the Pro Football Hall of Fame in Canton, Ohio.

There is clear and convincing evidence that hydrogen fuel cell buses deliver much greater range than battery electrics, are both more reliable and affordable to operate, and remove pollutants.”

– Kirt Conrad, CEO/Executive Director, SARTA

The conference’s agenda is focused on addressing the responsibility and opportunities that the transportation industry has for addressing climate change, among others in the context of the broader [energy](http://www.uticasummit.com) (<http://www.uticasummit.com>) transition.

The conference will feature speakers from experts in the transportation and energy sectors, including sponsor Stark Area Regional Transit Authority (SARTA), as well as the Department of Transportation, Congressman Bill Johnson

of Ohio’s 6th District, and other companies associated with hydrogen vehicles, fuel cell and refueling stations. SARTA will host an evening reception to provide a first-hand experience of hydrogen buses, refueling, and operations.

Commenting on the event's announcement, the company's CEO, Kirt Conrad, said, "There is clear and convincing evidence that hydrogen fuel cell buses deliver much greater range than battery electrics, are both more reliable and affordable to operate, remove tons of pollutants from the air, and, perhaps most importantly from an operational standpoint, take only minutes to refuel." He continued, "All of which leads to the obvious conclusion that hydrogen is the best alternative fuel solution available in the transportation space,"

The event seeks to create a platform to facilitate the exchange of ideas, drawing from sector experts, regulators, public officials, and the public at large on the transportation industry's ongoing actions, initiatives, and opportunities.

"Hydrogen and battery vehicles both have a space in the zero-emissions transportation arena. Hydrogen offers key advantages in fast refueling, long working hours, and high-demand loads. That is why both Walmart and Amazon switched to hydrogen fork-lifts in their mega distribution centers and invested in fuel cell provider Plug Power," said Tom Gellrich, H2-CCS Network, "We are excited to partner with SARTA, America's leading hydrogen bus operator, to offer this conference in the heartland of manufacturing."

Visit www.uticacapital.com (<http://www.uticacapital.com>) to register or learn more.

Joe Barone

Shale Directories

+1 6107641232

email us here (http://www.einpresswire.com/contact_author/581840488)

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TOP STORIES

Barbiecore Takeover (<https://www.einpresswire.com/clip/15336029/barbiecore-takeover>)



Ohio's Paradox Prize Projects Offer Transit Solutions

By Admin | Cars

Getting on board with public transit options can help employers recruit and retain workers, while also promoting equity and reducing some greenhouse gas emissions. That approach helped Laketrans, Ohio's Lake County regional transit system, take home top honors in June at a program celebrating Paradox Prize winners.

Launched in 2019 by the Cleveland-based Fund for Our Economic Future, the Paradox Prize aims to solve the problem of "No car, no job; no job, no car."

Cleveland, like most American cities, is heavily car-dependent due in part to housing and land-use policies that have encouraged suburban sprawl while neglecting urban neighborhoods where jobs and housing were once in closer proximity. Getting to jobs in outer suburbs via public transit — if possible at all — can require multiple transfers, adding hours to commutes.

That creates an additional burden on low-wage workers, as well as leads to higher per-capita emissions than denser cities elsewhere. Black residents, who are both less likely to have access to cars and more likely to be harmed by tailpipe pollution, bear the brunt of this disparity. Segregation patterns that began with historic redlining continue in Cleveland and elsewhere in

Ohio.

Other urban areas in Northeast Ohio have similar problems on a smaller scale. And rural areas have generally had few public transit options, especially for people working shifts that begin earlier or last longer than 9 to 5.

“Transportation is everyone’s business,” said Bethia Burke, president of the Fund for Our Economic Future. “Improving job access for the 4 million-plus residents who call Northeast Ohio home is imperative for anyone working toward a more equitable economy.”

Laketrans’ initial \$75,000 grant jumpstarted Transit GO, which lets Lake County employers offer free transportation to workers on several local routes. The program has helped roughly 400 workers earning an average of \$12 per hour at 175 employers. A \$25,000 bonus from the Paradox Prize and an additional grant from the Ohio Department of Transportation provided more funding.

Laketrans’ local tax levy will continue the program past its pilot stage. Laketrans also will be expanding weekday service to start at 5 am and end at 9 pm to accommodate more work shifts.

Transit GO employees help financially, although there aren’t income cut-offs. “If you can get to work for free, it allows you to use the money you have on other stuff, like food and groceries and all the other things we need in our lives,” said Laketrans CEO Ben Capelle.

“This program also helps introduce people to transit that maybe wouldn’t have known about it before,” Capelle said. “And, more importantly, employers can use it as a selling point for why you should work for them.”

Meanwhile, Cuyahoga County’s MetroHealth System used part of its Paradox Prize funding to provide some free monthly transit passes for frontline workers, teach people how to use public transit, and provide incentives for using transit and other means for commuting. Employees who don’t get free passes can use the Greater Cleveland Regional Transit Authority’s Commuter Advantage program, which lets them buy monthly transit passes with pre-tax dollars.

Without the program, retail food service aide Mike Baleski said it would have been harder to get monthly passes, especially when the pandemic temporarily shut down his local library branch. Additionally, the program “saved me a lot of money,” he said.

“Meter[Health] cares and is supportive of how we get to work,” said facilities management specialist Karen Walker. She especially appreciated help with logistics as her personal physical mobility situation changed. Otherwise, she might have had to consider retirement, she said.

The Greater Cleveland Regional Transit Authority also teamed up on another Paradox Prize project to address fare equity. One change in the works is a phone app to track the cost of weekly passes until they add up to a more cost-effective monthly one, said José Feliciano, intergovernmental relations officer for Greater Cleveland RTA. Once that happens, lower-income riders won't pay more than if they had been able to shell out \$95 for a full monthly pass in the first place.

Plans call for the system to eventually tie into a broader retail network where people could put money on their accounts. That approach could help people in households without savings, checking or credit union accounts, Feliciano said.

Additionally, Greater Cleveland RTA made free monthly passes available to people in The Centers' (formerly the Centers for Families and Children) job-training programs. Greater Cleveland RTA also advised The Centers on efficient routing and planning for the organization's vehicles. And Sway Mobility provided an electric car for The Centers' staff to use on a shared basis to go to and from the organizations' facilities.

Sway Mobility also participated in a Lorain County project that provided three electric cars for the general public and clients of a homeless shelter and a job re-entry program to reserve on an hourly basis. The nonprofits got free use of the cars; members of the public paid a low hourly fee. That team also used its Paradox Prize grant to expand public transit routes and hours.

Door-To-Door Service

Existing transit routes don't run between various good-paying manufacturing jobs and some of Northeast Ohio's poorest ZIP codes. So, the Cleveland Clergy Coalition and American Association of Clergy and Employers teamed up with Manufacturing Works, a business-support nonprofit.

The team's Paradox Prize project used church vans that sit idle during the week to help workers from primarily Black neighborhoods on Cleveland's east side get to manufacturing jobs in outer suburbs. The program provides free rides for interviews and then free commuter rides once workers land the jobs.

once workers land the jobs.

"This is a ministry, and our job is to help them to get ahead in life," said Alsay Shivers, a deacon with Cleveland's Sure House Baptist Church and mentor with the Cleveland Clergy Coalition. "We also listen to them and mentor them on life skills," he said.

Akron METRO RTA and ConxusNEO also developed a door-to-door van service to help people in parts of Akron get to job hubs elsewhere in Summit County and later Portage County.

Yet another Paradox Prize project showed how public transit can work in rural areas. Community Action Wayne/Medina worked with Wooster Transit and Wayne County Mobility Management to let riders reserve door-to-door rides to and from work throughout Wayne County. Riders paid just \$2.50 each way, making a round trip cost roughly what a gallon of gas cost in June.

The Stark Area Regional Transit Authority will be continuing the program, said Jan Conrad, mobility manager for Community Action Wayne/Medina. SARTA also teamed up with other organizations for a separate Paradox Prize project called Start Career Connect. The program helped individuals find jobs at nearly 140 employers. Funding also provided free bus passes until workers could pay for their own bus service or other transit.

The Paradox Prize projects stressed building on existing public transit systems when possible. Yet many public transit systems still face challenges. The number of rides generally hasn't recovered to pre-pandemic levels. And critics say Ohio lawmakers have long underfunded the state's public transit systems.

Capelle thinks that in the long term transit systems will need to plan for perhaps fewer office commutes, yet more flexibility for other types of rides. For now, Laketran has been financially conservative and is in relatively good shape, Capelle said. Also, he noted, the system's first 10 electric buses have so far had lower maintenance costs than anticipated.

Meanwhile, creative commuting ideas aren't limited to Northeast Ohio. Columbus-based SHARE Mobility uses a computer platform to schedule and run planned van services for companies' workers, for example.

"We're basically a school bus for adults," said CEO and co-founder Ryan McManus. He hopes companies will eventually provide transportation as a routine benefit, in much the way they currently provide healthcare insurance.

currently provide healthcare insurance.

Many companies have long asked if prospective employees have transportation. "That is veiled language that discriminates," McManus said. One in 13 Ohio households doesn't have a car. Nationally, about one-sixth of Black households don't have a vehicle.

"Who has access to a car is not equal across our society," McManus said. "But why is every person expected to get to work on their own?" Meanwhile, US employers are still looking to fill roughly 11 million jobs, according to Bureau of Labor Statistics data through the end of May. For many companies and workers, "transportation is the key to filling jobs," McManus said.

Editor's note: This story has been updated to clarify José Feliciano's role at Greater Cleveland RTA.

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AUGUST 10, 2022

BROWN ANNOUNCES NEARLY \$2.4 MILLION IN INFRASTRUCTURE BILL INVESTMENT FOR ZERO-EMISSION HYDROGEN BUS FLEET IN STARK COUNTY

Brown Has Championed Federal Investment in Zero-Emission Buses

SHARE

TWEET

EMAIL

PRINT

WASHINGTON, D.C. – Today, U.S. Senator Sherrod Brown (D-OH) announced that the U.S. Department of Transportation (DOT) has awarded a \$2,393,600 grant to the Stark Area Regional Transit Authority (SARTA) to purchase zero-emission hydrogen fuel cell vehicles and construct an on-site hydrogen production facility. Funding for this investment was made possible through the bipartisan [Infrastructure Investment and Jobs Act](#) (IIJA), which Brown helped to write and pass.

“The Bipartisan Infrastructure Law is already getting resources to Ohio communities to improve transportation,” said Brown. **“We worked to ensure the infrastructure bill will allow Ohio communities to upgrade their buses, and this investment will improve service for riders while reducing pollution. I’m working to make sure Ohio gets its fair share – or more – of infrastructure investment, and this is the first step in that effort.”**

“I want to thank Senator Brown for his help in securing this grant. This funding will allow SARTA to purchase three additional buses for a total of 23 hydrogen fuel cell buses and upgrade our station. Transitioning to zero-emission buses has allowed us to reduce our CO2 emissions by 1,700 metric tons,” said Kirt Conrad, CEO and Executive Director of Stark Area Regional Transit Authority.

The bipartisan infrastructure bill will provide a record \$39 billion investment in new public transit funding over the next five years. Ohio is expected to receive \$1.347 billion, with \$32 million of formula funding dedicated to the Canton area.

In September, Brown [joined](#) local SARTA transit leaders and employees to discuss how the bipartisan [Infrastructure Investment and Jobs Act](#), also known as the [Bipartisan Infrastructure Plan](#), would help public transit agencies invest in expanding service for Ohioans, job training, and new low and no-emission buses.

Brown – who serves as the chairman of the U.S. Senate Banking, Housing, and Urban Affairs Committee, which oversees DOT's Federal Transit Administration – has championed federal investment to support Ohio’s local transit authorities.

###

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Resolutions



Stark Area Regional Transit Authority

Resolution # _____, 2022

A Resolution Accepting The Transit Asset Management Plan

WHEREAS, SARTA has completed the Federal Transit Administration required Transit Asset Management Plan (TAMP) for all agency assets over \$50,000; and

WHEREAS, SARTA desires to establish clearly defined guidelines for all staff including the Executive Director/CEO; and

WHEREAS, this action establishes procedures required by the FTA for measuring, projecting and reporting the State of Good Repair of said assets;

Now be it resolved by the Stark Area Regional Transit Authority Board of Trustees, that the Executive Director/CEO is authorized to implement the attached Transit Asset Management Plan effective immediately.

Date

Board President

Secretary-Treasurer

Transit Asset Management Plan



Administrative, Maintenance and Bus Garage

1600 Gateway Blvd Se

Canton, OH 44707

Original Version approved: March 18, 2018

Updated Version: August 17, 2022

Mission Statement

SARTA is committed to enhancing the quality of life for our community by providing efficient, affordable, and sustainable mobility options for Stark County.

Vision Statement

To enhance the economic and environmental viability of Stark County by providing mobility access for employment, education, medical care, and recreational opportunities. This will be accomplished by the following:

- Operating within budget and in a financially responsible manner
- Enhancing quality of life through personal independence
- Offering mobility options to meet the diverse needs of the public
- Creating an environment supporting professional development to ensure a dynamic workforce, operating according to the highest ethical standards
- Continuing our efforts to utilize alternative energy sources for our fleet and facilities

About SARTA

Stark Area Regional Transit Authority (“SARTA”) began operating December 1, 1997 pursuant to Section 306.30 through 306.71 of the Ohio Revised Code for the purpose of providing public transportation in the Stark County, Ohio area. As a political subdivision, it is distinct in form and not an agency of the State of Ohio or any other local governmental unit. SARTA is not subject to federal or state income taxes.

SARTA is managed by an eight-member Board of Trustees and provides virtually all mass-transportation within the Stark County area. In 2021 SARTA began operating services in Wayne County. SARTA is an independent local governmental unit, which is responsible for providing both fixed route bus and paratransit public transportation service in the 576 square mile Stark County, Ohio area.

SARTA has four transit centers: Cornerstone, Belden Village, Massillon, and Alliance with bus fleet operations out of the Gateway Garage/ Maintenance and Administration facility in Canton, Ohio. It has Diesel, CNG and Hydrogen fueling stations with CNG available to the public on 34 fixed routes serving Stark County within the urbanized area, so that approximately 88% of the population resides within one-quarter of a mile of a bus route. Route frequency of the various routes’ averages out to about every forty-five minutes, with some routes operating every half-hour. Our current service hours are between 5:10 am and 1:40 am (next day), Monday thru Saturday and operates an average of 309 days a year. Stark Area Regional Transit Authority also operates specialized services to assist people with disabilities. Fulfilling their transportation need and meeting the Disabilities Act of 1990.

Acknowledgements

Stark Area Regional Transit Authority TAMP Administrative Staff

Kirt Conrad, Executive Director/CEO

Mark Finnicum, Chief Operating Officer & Accountable Executive

John Ferrell, Maintenance Supervisor

Mike Brand, Grants Manager

Chris Tyson, Grants Administrator

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Executive Summary

A Transit Asset Management Plan (TAMP) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies to keep transit systems in a State of Good Repair (SGR). By implementing a TAMP, the benefits include:

- Improved transparency and accountability for safety, maintenance, asset use, and funding investments.
- Optimized capital investment and maintenance decisions.
- Data-driven maintenance decisions; and
- System safety & Performance outcomes.

The consequences of an asset not being in an SGR include:

- Safety risks (Accidents per 100,000 revenue miles);
- Decreased system reliability (On-time performance);
- Higher maintenance costs; and/or
- Lower system performance (Missed runs due to breakdown).

Transit Asset Management Plan (TAMP) Policy:

Stark Area Regional Transit Authority has developed this TAMP to aide in: (1) Assessment of the current condition of capital assets; (2) determine what condition and performance of its assets should be (if they are not currently in a State of Good Repair); (3) identify the unacceptable risks, including safety risks, in continuing to use an asset that is not in a State of Good Repair; and (4) deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.

Introduction & Applicability

Stark Area Regional Transit Authority is committed to operating a public transportation system that offers reliable, accessible, and convenient service with safe vehicles and facilities. Transit Asset Management (TAM) is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a *State of Good Repair* (SGR).

SARTA is currently operating as an FTA-defined *Tier II* transit operator in compliance with (49 CFR

§ 625.45 (b)(1). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service or have 100 or fewer vehicles in general demand response service during peak regular service hours.

This TAMP provides an outline of how SARTA will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. SARTA's approach to accomplish an SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality of information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at a minimum practicable cost. This document shall cover a "horizon period" of time (10/1/2022 to 9/30/2026).

The Accountable Executive

Per FTA TAM requirements, each transit operator receiving FTA funding shall designate an "Accountable Executive" to implement the TAM Plan. SARTA's Accountable Executive shall be the Chief Operating Officer. SARTA's Accountable Executive must balance transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out the TAM Plan and a public transportation agency safety plan.

The Accountable Executive shall be responsible to ensure the development and implementation of the TAM Plan, in accordance with §625.25 (*Transit Asset Management Plan requirements*). Additionally, the Compliance & TAM Program Coordinator shall be responsible to ensure the reporting requirements, in accordance with both § 625.53 (*Recordkeeping for Transit Asset Management*) and § 625.55 (*Annual Reporting for Transit Asset Management*) are completed. Furthermore, the Accountable Executive shall approve the annual asset performance targets, TAMP document, and SGR Policy. These required approvals shall be self-certified by the Executive Director/CEO via the annual FTA Certifications and Assurances forms in TrAMS.

TAMP Elements

As a Tier II public transportation provider, SARTA has developed and implemented a TAMP containing the following elements:

- (1) Asset Inventory Portfolio: An inventory of the number and type of capital assets to include Rolling Stock, Facilities, and Equipment.
- (2) Asset Condition Assessment: A condition assessment of those inventoried assets for which SARTA has direct ownership and capital responsibility.
- (3) Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools that SARTA uses to estimate capital investment needs over time and develop its investment prioritization.

- (4) Investment Prioritization: SARTA's project-based prioritization of investments, developed in accordance with §625.33.

Definitions

Accountable Executive: Single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

Asset Category: Grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset Class: Subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

Asset Inventory: Register of capital assets, and information about those assets.

Capital Asset: Unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision Support Tool: Analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

Direct Recipient: Entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment: Article of nonexpendable, tangible property having a useful life of at least one year.

Exclusive-Use Maintenance Facility: Maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

Facility: Building or structure that is used in providing public transportation.

Full Level of Performance: Objective standards established by FTA for determining whether a capital asset is in a state of good repair.

Horizon Period: Fixed period within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four years.

Implementation Strategy: Transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

Infrastructure: Underlying framework or structures that supports a public transportation system.

Investment Prioritization: Transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Key Asset Management Activities: List of activities that a transit provider determines are critical to achieving its TAM goals.

Life-Cycle Cost: Cost of managing an asset over its whole life.

Participant: Tier II provider that participates in a group TAM plan.

Performance Measure: Expression based on a quantifiable indicator of performance or condition that is used to establish targets and assess progress toward meeting the established targets (*e.g.*, a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance Target: Quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time required by the Federal Transit Administration (FTA).

Public Transportation System: Entirety of a transit provider's operations, including the services provided through contractors.

Public Transportation Agency Safety Plan: Transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.

Recipient: Entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

Rolling Stock: Revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Service Vehicle: Unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

State of Good Repair (SGR): Condition in which a capital asset can operate at a full level of performance.

Subrecipient: Entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

TERM Scale: Five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor.

Tier I Provider: Recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

Tier II Provider: Recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Transit Asset Management (TAM): Strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

Transit Asset Management (TAM) Plan: Plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit Asset Management (TAM) Policy: Transit provider's documented commitment to achieving and maintaining a state of good repair for all its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

Transit Asset Management (TAM) Strategy: Approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

Transit Asset Management (TAM) System: Strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Transit Provider (provider): Recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life: Expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB): Expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

State of Good Repair (SGR) Standards Policy:

SARTA's SGR policy is as follows:

A capital asset is in a state of good repair (SGR) when each of the following objective standards is met:

- (1) If the asset is in a condition sufficient for the asset to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR;
- (2) The asset can perform its manufactured design function.
- (3) The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility; and
- (4) The assets life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements (ULB).

The TAMP allows SARTA to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset’s life cycle and enhances the ability to maintain an SGR by proactively investing in an asset before the asset’s condition deteriorates to an unacceptable level.

Goal	Objectives
Proactive Budget Planning	Agency departments working together for capital project planning, Budget forecasting
Continuity of Information	Departments will have the same information for future planning.

It is the belief of Stark Area Regional Transit Authority that TAMP implementation and monitoring provides a framework for maintaining an SGR by considering the condition of its assets in relation to the local operating environment. SARTA has developed its SGR policies to account for the prevention, preservation, maintenance, inspection, rehabilitation, disposal, and replacement of capital assets. The goal of these policies is to allow SARTA to determine and predict the cost to improve asset condition(s) at various stages of the asset life cycle, while balancing prioritization of capital, operating and expansion needs. The two foundational criteria of SGR performance measures are *Useful Life Benchmark (ULB)* and *Condition*.

Useful Life Benchmark

The Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment. ULB criteria are user defined, whereas ULB considers, a provider’s unique operating environment (service frequency, weather, geography). When developing Useful Life Benchmarks (ULB), SARTA recognized and considered the local operating environment of its assets within the service area, historical maintenance records, manufacturer guidelines, and the default asset ULB derived from the FTA. In most cases, if an asset exceeds its ULB, then it is a strong indicator that it may not be in a state of good repair.

For the purposes of this TAMP, SARTA utilized FTA ULB measure for transit assets and rolling stock. (Table 1.2 through Table 1.4).

Assets cited in this document are financed with federal funding. The FTA vehicle replacement and facilities lifecycles specifically those standards found in FTA Circular 5010.1E, IV-24:

Recipients of federal assistance must specify the expected minimum useful life in invitations for bids when acquiring new or replacement vehicles. FTA guidelines for Minimum Useful Life are as follows:

Table 1.2

Minimum Service-life categories for Buses and Vans

Category	Typical Characteristics				Minimum Life	
	Length	Approx. GVW	Seats	Average Cost	(Whichever comes first)	
					Years	Miles
Heavy-Duty Large Bus	35 to 48 ft and 60 ft artic.	33,000 to 40,000	27 to 40	\$325,000 to over \$600,000	12	500,000
Heavy-Duty Small Bus	30 ft	26,000 to 33,000	26 to 35	\$200,000 to \$325,000	10	350,000
Medium-Duty and Purpose-Built Bus	30 ft	16,000 to 26,000	22 to 30	\$75,000 to \$175,000	7	200,000
Light-Duty Mid-Sized Bus	25 to 35 ft	10,000 to 16,000	16 to 25	\$50,000 to \$65,000	5	150,000
Light-Duty Small Bus, Cutaways, and Modified Van	16 to 28 ft	6,000 to 14,000	10 to 22	\$30,000 to \$40,000	4	100,000

NTD Maximum useful life is determined by years of service or accumulation of miles whichever comes first, by asset type as follows (Table 1.3):

Table 1.3

Vehicle Type	Default ULB (in years)	
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MB	Minibus	10
MO	Monorail vehicle	31
MV	Minivan	8
	Other rubber tire vehicles	14
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
RT	Rubber-tired vintage trolley	14
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58

Condition Assessment

The physical condition of an asset is rated as an SGR performance measure because it is a direct reflection of its ability to perform its intended function. As part of the TAMP SGR Standards, SARTA requires each vehicular asset and facility meeting FTA TAMP criteria to have a physical condition assessment conducted on an annual basis, where applicable. The condition assessments use a rating scale to rate the current physical appearance, maintenance requirements, safety, and accessibility of an asset, “as it currently sits”. See Section 3 for more information on condition assessments.

SARTA Asset Useful Life Benchmarks

Table 1.4

Asset Classification	Asset Item	NTD Max ULB* Years	FTA Min ULB* Years
Rolling Stock: Revenue Vehicles, Paratransit (DR)	Ford, GCII, CNG	14	7
Rolling Stock: Revenue Vehicles, Paratransit (DR)	Chevy, GCII, Diesel	14	7
Rolling Stock: Revenue Vehicles, Paratransit (DR)	Ford, ELDorado <30 ft, Diesel	10	5
Rolling Stock: Revenue Vehicles, Paratransit (DR) - Van	MV1, CNG	8	4
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 40ft	Gillig, Phantom	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 40ft	Gillig, CNG	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 40ft	Gillig, Hybrid, Diesel/Electric	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 40ft	ELDorado, Hydrogen	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 35ft	Gillig, Low Floor Diesel	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 29ft	Gillig, Low Floor, Diesel	14	7
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 29ft	Gillig, Hybrid, Diesel	14	7
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 29ft	Trolley	13	12
Facility: Administraion, Maintenance, Garage	Gateway	40	40
Facility: Transit Station	Cornerstone	40	40
Facility: Transit Station	Belden Village	40	40
Facility: Transit Station	Alliance	40	40
Facility: Fueing Station	Gateway - Diesel Fueling	40	40
Facility: Fueing Station	Gateway - CNG Fueling	40	40
Facility: Fueing Station	Gateway - Hydrogen Fueling	40	40
Equipment: Non-Revenue Service Vehicle	Honda Civic	8	4
Equipment: Non-Revenue Service Vehicle	Dodge Caravan	8	4
Equipment: Non-Revenue Service Vehicle	Chevy Uplander	8	4
Equipment: Non-Revenue Service Vehicle	Dodge Ram	8	4
Equipment: Non-Revenue Service Vehicle	International	8	4
Equipment: Non-Revenue Service Vehicle	Chevy C70	8	4
Equipment: Non-Revenue Service Vehicle	Ford F250	8	4

SGR Performance Measures & Targets

SGR performance measures combine the measures of ULB and physical condition to create a performance measure from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset lifecycle (ULB & condition) and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. Further information

related to annual SGR targets can be found in Section 6. FTA-defined SGR performance measures include:

- **Rolling Stock: (Age)** The SGR performance measure for rolling stock is the percentage of revenue vehicles (fixed route & paratransit) within a particular asset class that have either met or exceeded their ULB.
- **Equipment (non-revenue service vehicles): (Age)** The SGR performance measure only applies to non-revenue service vehicles. The SGR performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.
- **Facilities: (Condition)** The SGR performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the FTA rating scale.

Asset Inventory Portfolio

The following capital asset items that SARTA owns, operates, and has a direct capital responsibility, included in the TAMP asset inventory, are comprised of: Rolling Stock, Equipment, and Facilities At the time of this writing, SARTA is not a grantee that operates passenger rail service. Therefore, SARTA does not have any associated rail infrastructure in its asset portfolio.

SARTA utilizes internal spreadsheet reports, Trapeze fleet & facility management software, to

Asset Inventory Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value
Revenue Vehicles	84	8.9	333,627	\$356,904.76	\$29,980,000.00
BU - Bus	41	9.3	434,874	\$599,756.10	\$24,590,000.00
CU - Cutaway Bus	43	8.5	237,089	\$125,348.84	\$5,390,000.00
Equipment	11	8.4	N/A	\$687,399.91	\$7,561,394.59
Non Revenue/Service Automobile	11	8.4	N/A	\$27,727.27	\$305,000.00
Maintenance Equipment	0		N/A	\$0.00	\$7,056,394.59
Trucks and other Rubber Tire Vehicles	0		N/A	\$0.00	\$200,000.00
Facilities	7	18.6	N/A	\$3,306,681.43	\$23,146,731.02
Administration	1	30.0	N/A	\$16,237,700.00	\$16,237,660.25
Maintenance	1	11.0	N/A	\$1,037,300.00	\$1,037,300.00
Passenger Facilities	5	17.8	N/A	\$1,174,354.00	\$5,871,770.77

maintain inventory, schedule maintenance, and track the condition of assets. Assets are inventoried and tracked using Great Plains Accounting Software. SARTA’s maintenance department utilizes the Trapeze EAM software system to track and schedule fleet and facility maintenance.

Rolling Stock

Rolling stock is a SARTA-owned and operated revenue service vehicle used in the provision of providing public transportation, and includes vehicles used to primarily transport passengers. SARTA does not utilize or operate any third-party rolling stock assets. In addition to the TAMP, data for rolling stock assets is maintained and updated in our Great Plains accounting system by Finance and Inventory control by the Maintenance Supervisor. The following required data fields are maintained for each rolling stock asset (public transit vehicle):

External Vehicle ID	Asset Tag #
Asset Description	Classification
Vehicle Type	Last Maintenance Performed
Vehicle Title Ownership	Expected Useful Life
Mileage	Expected Useful Miles
VIN Number	Useful Life Benchmark (UBL)
Manufacturer	Anticipated Replacement or
Rehab Year	Year Built/In Service Date/Age
License Plate	
Reported Condition Assessment	Gross Vehicle Weight
Purchase Cost	Vehicle Features
	Capacity:
	Seating/Standing/Wheelchair
	Length of Vehicle
	Current Status of Vehicle
	Storage location
	Disposition Date, Cost &
	Grant Number
Purchase Status (New/Used)	
Purchase Source (Dealer/Vendor)	
Fuel Type	
Make/Model	
Buyer Grant Source Used for Purchase (State/Federal/ %)	
SGR Status	

SARTA operates two public transportation service divisions, Fixed Route and Paratransit. The fixed route bus service fleet inventory consists of 30’, 35’ and 40’ Gillig diesel and CNG buses, 40’ Eldorado Hydrogen Fuel Cell buses.

The paratransit fleet inventory consists of VPG CNG MV-1’s, Ford E-350 CNG cutaway vans, and Chevy diesel and CNG cutaway vans (Table 2.2).

Asset Category	Asset Class	Asset Name	NTD ID	RVI ID	Stat Number o	Average Vehicle Mileage	Unit Replacement Cost/Value
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1918	1918	1	23583	\$1,700,000.00
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1716	1716	1	102585	\$1,700,000.00
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1715	1715	1	110068	\$1,700,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1675	1675	1	222689	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1674	1674	1	218225	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1673	1673	1	201461	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1672	1672	1	222074	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1671	1671	1	231161	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1670	1670	1	213608	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1669	1669	1	199363	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1567	1567	1	197653	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1566	1566	1	224008	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1565	1565	1	239801	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1564	1564	1	198437	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1563	1563	1	255106	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1562	1562	1	229584	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1561	1561	1	208357	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1560	1560	1	252802	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1459	1459	1	266819	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1458	1458	1	277850	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1457	1457	1	258850	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1456	1456	1	200386	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1455	1455	1	258212	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1454	1454	1	220162	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1450	1450	1	242633	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	MV-1	1248	1248	1	240818	\$70,000.00
Revenue Vehicles	CU - Cutaway Bus	MV-1	1247	1247	1	232557	\$70,000.00
Revenue Vehicles	CU - Cutaway Bus	MV-1	1246	1246	1	254591	\$70,000.00
Revenue Vehicles	CU - Cutaway Bus	MV-1	1245	1245	1	233690	\$70,000.00
Revenue Vehicles	CU - Cutaway Bus	MV-1	1244	1244	1	240878	\$70,000.00
Revenue Vehicles	CU - Cutaway Bus	MV-1	1243	1243	1	124811	\$70,000.00
Revenue Vehicles	CU - Cutaway Bus	MV-1	1241	1241	1	234641	\$70,000.00
Revenue Vehicles	CU - Cutaway Bus	MV-1	1240	1240	1	274668	\$70,000.00
Revenue Vehicles	CU - Cutaway Bus	MV-1	1239	1239	1	263514	\$70,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1238	1238	1	264082	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1237	1237	1	274018	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1236	1236	1	254688	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1235	1235	1	235008	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1234	1234	1	263570	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1233	1233	1	270445	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1232	1232	1	263789	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1231	1231	1	248340	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1230	1230	1	252488	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1229	1229	1	247264	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1228	1228	1	215476	\$140,000.00
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1227	1227	1	266268	\$140,000.00
Revenue Vehicles	BU - Bus	16 Passenger	1226	1226	1	263899	\$140,000.00
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1714	1714	1	107053	\$1,700,000.00
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1713	1713	1	70305	\$1,700,000.00
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1712	1712	1	110249	\$1,700,000.00
Revenue Vehicles	BU - Bus	40' Bus CNG	1609	1609	1	293439	\$450,000.00
Revenue Vehicles	BU - Bus	40' Bus CNG	1608	1608	1	316213	\$450,000.00
Revenue Vehicles	BU - Bus	40' Bus CNG	1607	1607	1	271286	\$450,000.00
Revenue Vehicles	BU - Bus	40' Bus CNG	1606	1606	1	268147	\$450,000.00
Revenue Vehicles	BU - Bus	40' Bus CNG	1505	1505	1	357762	\$450,000.00
Revenue Vehicles	BU - Bus	40' Bus CNG	1404	1404	1	298692	\$450,000.00
Revenue Vehicles	BU - Bus	40' Bus CNG	1403	1403	1	413741	\$450,000.00
Revenue Vehicles	BU - Bus	40' Bus CNG	1402	1402	1	408811	\$450,000.00
Revenue Vehicles	BU - Bus	40' Bus CNG	1401	1401	1	408550	\$450,000.00
Revenue Vehicles	BU - Bus	35' Bus CNG	1200	1200	1	529522	\$425,000.00
Revenue Vehicles	BU - Bus	35' Bus CNG	1299	1299	1	533843	\$425,000.00
Revenue Vehicles	BU - Bus	35' Bus CNG	1298	1298	1	510299	\$425,000.00
Revenue Vehicles	BU - Bus	35' Bus CNG	1297	1297	1	540480	\$425,000.00
Revenue Vehicles	BU - Bus	35' Bus CNG	1296	1296	1	494875	\$425,000.00
Revenue Vehicles	BU - Bus	35' Bus CNG	1295	1295	1	533159	\$425,000.00
Revenue Vehicles	BU - Bus	35' Bus CNG	1294	1294	1	415309	\$425,000.00
Revenue Vehicles	BU - Bus	35' Bus CNG	1293	1293	1	513197	\$425,000.00
Revenue Vehicles	BU - Bus	35' Bus	1191	1191	1	475579	\$375,000.00
Revenue Vehicles	BU - Bus	35' Bus	1190	1190	1	566616	\$375,000.00
Revenue Vehicles	BU - Bus	35' Bus	1189	1189	1	597449	\$375,000.00
Revenue Vehicles	BU - Bus	35' Bus	1188	1188	1	545196	\$375,000.00
Revenue Vehicles	BU - Bus	35' Bus	1187	1187	1	545545	\$375,000.00
Revenue Vehicles	BU - Bus	35' Bus	1186	1186	1	571808	\$375,000.00
Revenue Vehicles	BU - Bus	35' Bus	1085	1085	1	643576	\$350,000.00
Revenue Vehicles	BU - Bus	35' Bus	1084	1084	1	653535	\$350,000.00
Revenue Vehicles	BU - Bus	35' Bus	1083	1083	1	605540	\$350,000.00
Revenue Vehicles	BU - Bus	35' Bus	1082	1082	1	622027	\$350,000.00
Revenue Vehicles	BU - Bus	35' Bus	1081	1081	1	623062	\$350,000.00
Revenue Vehicles	BU - Bus	35' Bus	1080	1080	1	603379	\$350,000.00
Revenue Vehicles	BU - Bus	40' Bus Hybrid	1079	1079	1	440308	\$600,000.00
Revenue Vehicles	BU - Bus	30' Bus Hybrid	978	978	1	532400	\$550,000.00
Revenue Vehicles	BU - Bus	40' Bus Hybrid	977	977	1	535936	\$600,000.00
Revenue Vehicles	BU - Bus	30' Bus	873	873	1	654225	\$350,000.00
Revenue Vehicles	BU - Bus	30' BUS	872	872	1	718591	\$350,000.00

Equipment

Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value, and any SARTA-owned equipment with a cost of \$50,000 or more in acquisition value.

Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. SARTA does not utilize or operate any third-party non-revenue service vehicle equipment assets. All non-revenue service vehicle equipment assets are owned and operated by SARTA.

Equipment: Non-Revenue Service Vehicles

SARTA operates six non-revenue service vehicles in its daily operations (Table 2.3). Two vehicles are primarily used for administrative purposes, Honda Civic and Dodge Caravan. SARTA also operates six passenger vans that are primarily used for Transportation supervisors, driver exchanges, these vehicles are Chevy Uplander and Dodge Caravans. Two Honda Civics are also used for Operations Supervisors. SARTA Maintenance operates three Ford F250 trucks that is used for facility winter maintenance and construction projects.

Lastly, SARTA operates a Dodge Ram and International service truck that is used for responding to maintenance-related road calls and accidents involving revenue vehicles.

In addition to the TAMP, data for non-revenue service vehicle equipment assets is updated in Great Plains Accounting system by Finance, internal spreadsheet and maintained through Trapeze EAM by Maintenance Supervisor. The following required data fields are maintained for each non-revenue service vehicle equipment asset:

External Vehicle ID	Asset Tag #
Asset Description	Classification
Vehicle Type	Last Maintenance Performed
Vehicle Title Ownership	Expected Useful Life
Mileage	Expected Useful Miles
VIN Number	Useful Life Benchmark (UBL)
Manufacturer	Anticipated Replacement or
Rehab Year	Year Built/In Service Date/Age
License Plate	
Reported Condition Assessment	Gross Vehicle Weight
Purchase Cost	Vehicle Features
Purchase Date	Capacity: Seating
Purchase Status (New/Used)	Length of Vehicle
Purchase Source (Dealer/Vendor)	Current Status of Vehicle
Fuel Type	Storage location
Make/Model	Disposition Date, Cost &
Buyer Grant Source Used for Purchase (State/Federal %)	Grant Number
Book Value	SGR Status

Equipment: At or Over \$50,000 in Acquisition Value

Equipment is any SARTA-owned asset item (single line item or group) with a cost at or over \$50,000 in acquisition value. Equipment includes items that are utilized in the operations of providing public transportation service. SARTA does not utilize or operate any third-party equipment assets. All equipment assets are owned and operated by SARTA.

In the provision of operating a public transportation system, SARTA utilizes five key equipment elements that have an acquisition value of \$50,000 or more (Table 2.3). These five equipment elements are all part of the

Facility asset class, specifically, SARTA (HQ) Administration & Maintenance Facility, and Fuel Island Facilities.

In addition to the TAMP, data for non-vehicle equipment assets are maintained and updated in Great Plains Accounting system and internal spreadsheet on an annual basis by members of Finance and the Maintenance Supervisor. The following required data fields are maintained for each non-vehicle equipment asset with an acquisition value of \$50,000 or more:

Type	Book Value
Asset Tag	Location
Description	Acquisition Date
Status	Purchase Source
Age	Cost
Condition	Item Serial Number
Rehabilitation Year	Model
Replacement Year	Grant Source Used for Purchase (State/Federal)
Vendor	Grant Number
Quantity	Disposition Date, Cost & Buyer
Units	SGR Status

2.3

	C	D	E	F	K	L	
	Asset Category	Asset Class	Asset Name	NTD ID	ID/Serial No	Unit Replacement Cost/Value	Age (Yrs)
1	Equipment	Maintenance Equipment	Bus Washer	BW001	BW001	\$118,621.64	12
2	Equipment	Maintenance Equipment	CNG Public		NA	\$808,625.85	11
3	Equipment	Maintenance Equipment	CNG Station DUAL		NA	\$2,860,745.75	11
4	Equipment	Maintenance Equipment	Hydrogen Station		NA	\$2,900,000.00	6
5	Equipment	Maintenance Equipment	UST Diesel Tank		NA	\$235,542.35	11
6	Equipment	Maintenance Equipment	Overhead Lubrication System		NA	\$132,859.00	41
7	Equipment	Trucks and other Rubber Tire Vehicles	Wrecker		75	\$100,000.00	35
8	Equipment	Trucks and other Rubber Tire Vehicles	Wrecker		13	\$100,000.00	24
9	Equipment	Non Revenue/Service Automobile	Unit 12	12	12	\$30,000.00	10
10	Equipment	Non Revenue/Service Automobile	Unit 11	11	11	\$30,000.00	7
11	Equipment	Non Revenue/Service Automobile	Unit 10	10	10	\$30,000.00	7
12	Equipment	Non Revenue/Service Automobile	DC-4	DC-4	DC-4	\$30,000.00	7
13	Equipment	Non Revenue/Service Automobile	DC-3	DC-3	DC-3	\$30,000.00	9
14	Equipment	Non Revenue/Service Automobile	DC-2	DC-2	DC-2	\$30,000.00	9
15	Equipment	Non Revenue/Service Automobile	DC-1	DC-1	DC-1	\$30,000.00	9
16	Equipment	Non Revenue/Service Automobile	HC-2	HC-2	HC-2	\$30,000.00	10
17	Equipment	Non Revenue/Service Automobile	HC-1	HC-1	HC-1	\$30,000.00	10

Facilities

Facilities are any structure used in providing public transportation where SARTA owns and has a direct capital responsibility. Facilities utilized and owned or operated by SARTA Include: operations, maintenance, and administrative buildings, and three passenger stations. Our lease expired on December 31, 2021 for our Massillon Passenger station. We will be building a passenger station at Tommy Henrich Drive, with the expected completion late 2023.

SARTA currently utilizes one location for operations, administration, maintenance, storage, and refueling. SARTA has four separate transit centers throughout Stark County area, with its main transfer station located in downtown Canton, Ohio (Table 2.4).

In addition to the TAMP, data for facility assets is maintained and updated in Great Plain Accounting System, and an internal spreadsheet on an annual basis by Finance and the Maintenance Supervisor. The following required data fields are maintained for each facility asset:

Asset Ownership	Build Cost
Asset Description/Name	Purchase Date
Physical Location/Address	In-Service Date
Asset Tag #	Purchase Status (New/Used)
External ID	Expected Useful Life
Classification	Land Owner
Asset Type	Building Owner
Status	Facility Size
Age/Year Built	Section of Larger Facility
Reported Condition	Percent Operational
Last Maintenance	Number of Structures
Book Value	Number of Floors
Rehabilitation Year	Number of Elevators or Escalator
Vendor/Builder	Line Number
FTA Facility Classification	Features & Amenities (ADA)
Interior (Sq. Ft.)	Disposition Date, Cost & Buyer
Lot Size	Grant Number
Grant Source Used for Purchase (State/Federal %) SGR	
Status	

2.4

Asset Category	Asset Class	Asset Name	NTD ID	ID/Serial No	Count	Unit Replacement Cost/Value
Facilities	Maintenance	Gateway HVAC	HVAC	HVAC	1	\$1,037,300.00
Facilities	Passenger Facilities	Cornerstone Shelters	CS001	CS001	1	\$102,830.00
Facilities	Passenger Facilities	Cornerstone Shelters	CS001	CS001	2	\$106,680.00
Facilities	Passenger Facilities	Alliance Transit Center	ALL001	ALL001	1	\$1,448,030.21
Facilities	Passenger Facilities	Belden Village Transit Center	BV001	BV001	1	\$1,855,333.53
Facilities	Passenger Facilities	Cornerstone Transit Center	CS001	CS001	1	\$2,358,897.03
Facilities	Administration	Gateway Facility	GATE001	GATE001	1	\$16,237,660.25

Asset Condition Assessment

SARTA assesses the condition of its assets on an annual basis by utilizing visual condition rating assessment scale (Table 3.1). This rating scale assigned a numerical value or rank based on the physical condition(s) presented by each individual asset throughout its life cycle. The rating scale works on a 5-1 basis starting with 5 being new. Assets with a rating of 2.5 or higher are considered to be in a SGR. All completed asset inspection forms are documented in the data set of the SARTA TAMP Data companion document.

The inspection process and documentation forms utilized to assess facility and vehicle assets are detailed in the following TAMP companion documents:

- SARTA Facility and Equipment Maintenance Plan
 - SGR Facility/Building/Equipment Inspection Procedures & Inspection Assessment Standards

- SARTA Maintenance Manual
 - SGR Revenue & Non-Revenue Vehicle Inspection Procedures & Inspection Assessment Standards

Rolling Stock

The TAMP Rolling Stock condition assessment consists of assigning a condition rating to all rolling stock assets for which SARTA owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAMP for rolling stock assets for which SARTA does not own the rolling stock asset, the rolling stock asset is owned by a 3rd party, and/or where SARTA does not have a direct capital responsibility for the rolling stock asset. However, for the purposes of NTD reporting (Inventory & Condition Submittal), all SARTA owned, and 3rd party owned rolling stock assets (regardless of direct capital responsibility) are assigned an asset condition rating. At the time of this writing, SARTA owns and operates all fixed route and Demand Response paratransit rolling stock (revenue vehicles) (Table 3.1).

The fixed route bus rolling stock condition assessment can be found on (Table 3.2). The Demand Response Paratransit rolling stock condition assessment can be found on (Table 3.2).

Table 3.1

Vehicle Rating Scale**A. Vehicle Condition**

Score	Rating	Description
81-100	Excellent	New asset; no visible defects.
61-80	Good	Some slightly defective/ deteriorated component(s)
41-60	Moderate	Some moderately defective/ deteriorated component(s)
21-40	Poor	Requires frequent major repairs (less than 6 months between major repairs)
<20	Unsafe/Inoperatable	In need of immediate repair or replacement; Item is a safety hazard, and may have critically damaged component(s)

	System	Description
1	Engine	Evaluate available compression tests, oil usage, oil analysis and noise
2	Drive-train	Evaluate transmission and rear-end based on fluid analysis, shift quality, fluid leaks and noises
3	Electrical	Evaluate lights, switches, gauges, and other electrical mechanisms relative to general working conditions. Evaluate wiring condition especially front to back wiring
4	Suspension/ Steering	Evaluate cooling and heating capability throughout the bus in order to maintain passenger and driver comfort
5	A/C, Heating	Evaluate cooling and heating capability throughout the bus in order to maintain passenger driver and comfort
6	Structure	Evaluate extent of crack and rust involvement in structure
7	Body Interior	Evaluate condition of floor, windows, seats, side and modesty panels and other interior items

3.2

Asset Category	Asset Class	Asset Name	RVI ID	Average Vehicle Mileage	Unit Replacement Cost/Value	Age (Yrs)	Full Life Benchmark	Last Useful Life Benchmark
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1918	23983	\$1,700,000.00	3	14	No
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1716	102985	\$1,700,000.00	5	14	No
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1715	110068	\$1,700,000.00	3	14	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1675	222689	\$140,000.00	6	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1674	218225	\$140,000.00	6	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1673	201461	\$140,000.00	6	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1672	222074	\$140,000.00	6	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1671	231161	\$140,000.00	6	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1670	213608	\$140,000.00	6	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1669	199363	\$140,000.00	6	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1567	197653	\$140,000.00	7	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1566	224008	\$140,000.00	7	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1565	239801	\$140,000.00	7	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1564	198437	\$140,000.00	7	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1563	255106	\$140,000.00	7	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1562	229984	\$140,000.00	7	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1561	208357	\$140,000.00	7	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1560	252802	\$140,000.00	7	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1459	266819	\$140,000.00	8	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1458	277850	\$140,000.00	8	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1457	258850	\$140,000.00	8	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1456	200386	\$140,000.00	8	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1455	258212	\$140,000.00	8	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1454	220162	\$140,000.00	8	10	No
Revenue Vehicles	CU - Cutaway Bus	12 Passenger	1450	242633	\$140,000.00	8	10	No
Revenue Vehicles	CU - Cutaway Bus	MV 1	1248	240818	\$70,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	MV 1	1247	232957	\$70,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	MV 1	1246	254391	\$70,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	MV 1	1245	233680	\$70,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	MV 1	1244	240878	\$70,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	MV 1	1243	124811	\$70,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	MV 1	1241	234641	\$70,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	MV 1	1240	274668	\$70,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	MV 1	1239	263514	\$70,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1238	264082	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1237	274018	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1236	254688	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1235	235008	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1234	263570	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1233	270445	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1232	263789	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1231	248340	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1230	252488	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1229	247264	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1228	215476	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1227	266268	\$140,000.00	10	10	Yes
Revenue Vehicles	CU - Cutaway Bus	16 Passenger	1226	263899	\$140,000.00	10	14	No
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1714	107053	\$1,700,000.00	5	14	No
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1713	70305	\$1,700,000.00	5	14	No
Revenue Vehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1712	110349	\$1,700,000.00	5	14	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1609	293439	\$450,000.00	6	14	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1608	316213	\$450,000.00	6	14	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1607	271286	\$450,000.00	6	14	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1606	268147	\$450,000.00	6	14	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1505	357762	\$450,000.00	7	14	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1404	298692	\$450,000.00	8	14	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1403	413741	\$450,000.00	8	14	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1402	408811	\$450,000.00	8	14	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1401	408350	\$450,000.00	8	14	No
Revenue Vehicles	BU - Bus	35' Bus CNG	1200	529522	\$425,000.00	10	14	No
Revenue Vehicles	BU - Bus	35' Bus CNG	1299	533843	\$425,000.00	10	14	No
Revenue Vehicles	BU - Bus	35' Bus CNG	1298	510299	\$425,000.00	10	14	No
Revenue Vehicles	BU - Bus	35' Bus CNG	1297	540480	\$425,000.00	10	14	No
Revenue Vehicles	BU - Bus	35' Bus CNG	1296	494875	\$425,000.00	10	14	No
Revenue Vehicles	BU - Bus	35' Bus CNG	1295	533159	\$425,000.00	10	14	No
Revenue Vehicles	BU - Bus	35' Bus CNG	1294	415309	\$425,000.00	10	14	No
Revenue Vehicles	BU - Bus	35' Bus CNG	1293	513197	\$425,000.00	10	14	No
Revenue Vehicles	BU - Bus	35' Bus	1191	475579	\$375,000.00	11	14	No
Revenue Vehicles	BU - Bus	35' Bus	1190	566616	\$375,000.00	11	14	No
Revenue Vehicles	BU - Bus	35' Bus	1189	597449	\$375,000.00	11	14	No
Revenue Vehicles	BU - Bus	35' Bus	1188	545196	\$375,000.00	11	14	No
Revenue Vehicles	BU - Bus	35' Bus	1187	545545	\$375,000.00	11	14	No
Revenue Vehicles	BU - Bus	35' Bus	1186	571808	\$375,000.00	11	14	No
Revenue Vehicles	BU - Bus	35' Bus	1085	643576	\$350,000.00	12	14	No
Revenue Vehicles	BU - Bus	35' Bus	1084	653535	\$350,000.00	12	14	No
Revenue Vehicles	BU - Bus	35' Bus	1083	605540	\$350,000.00	12	14	No
Revenue Vehicles	BU - Bus	35' Bus	1082	622027	\$350,000.00	12	14	No
Revenue Vehicles	BU - Bus	35' Bus	1081	623062	\$350,000.00	12	14	No
Revenue Vehicles	BU - Bus	35' Bus	1080	603379	\$350,000.00	12	14	No
Revenue Vehicles	BU - Bus	40' Bus Hybrid	1079	440308	\$600,000.00	12	14	No
Revenue Vehicles	BU - Bus	30' Bus Hybrid	978	532400	\$550,000.00	13	14	No
Revenue Vehicles	BU - Bus	40' Bus Hybrid	977	535936	\$600,000.00	13	14	No
Revenue Vehicles	BU - Bus	30' Bus	873	654225	\$350,000.00	14	14	Yes
Revenue Vehicles	BU - Bus	30' BUS	872	718391	\$350,000.00	14	14	Yes

Equipment: Non-Revenue Service Vehicles

The TAMP Equipment condition assessment consists of assigning a TERM physical condition rating to both non-revenue service vehicles or a non-vehicle equipment asset with an acquisition value of \$50,000 or more (individual line item or group). Furthermore, the equipment condition assessment contains only assets for which SARTA owns and has a direct capital responsibility (Table 3.1).

A condition assessment ranking is not conducted in the TAMP for equipment assets for which SARTA does not own, is owned by a 3rd party, the equipment has an acquisition cost below \$50,000 (individual line item or group), or where SARTA does not have a direct capital responsibility.

However, for the purposes of NTD reporting (Inventory & Condition Submittal), all SARTA owned equipment (with direct capital responsibility) that is a non-revenue service vehicle is reported. At the time of this writing, SARTA owns and operates all equipment that is either a non-revenue service vehicle or a non-vehicle equipment asset with an acquisition cost at or above \$50,000.

The non-revenue service vehicle equipment condition assessment can be found on (Table 3.3).

Equipment: Over \$50,000 in Acquisition Value (Non-Vehicle)

Table 3.3

Asset Category	Asset Class	Asset Name	Count	ID/Serial No	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Y)	Past Useful Life Benchmark
Equipment	Computer Software/Equipment	12165	1	12165	5		\$53,487.83	3	Yes
Equipment	Computer Software/Equipment	Avail ITS System	1		4		\$110,523.78	3	Yes
Equipment	Computer Software/Equipment	Bus Radios Fixed Route	1		7		\$296,901.65	3	Yes
Equipment	Computer Software/Equipment	Bus Radios Para at Belden Village	1		7		\$100,513.53	3	Yes
Equipment	Computer Software/Equipment	Great Plains Software	1		14		\$274,866.04	3	Yes
Equipment	Computer Software/Equipment	Software Upgrade	1		7		\$56,813.40	3	Yes
Equipment	Computer Software/Equipment	Maximus Fleet Maintenance Software	1		14		\$662,497.59	3	Yes
Equipment	Computer Software/Equipment	Upgrade	1		7		\$202,606.52	3	Yes
Equipment	Computer Software/Equipment	SEON DVR/Camera System	1		2		\$2,777,800.54	3	No
Equipment	Computer Software/Equipment	SEON DVR/Camera System	1		2		\$250,364.00	3	No
Equipment	Computer Software/Equipment	Shortel Phone System	1		5		\$76,730.00	3	Yes
Equipment	Computer Software/Equipment	Communications	1		7		\$60,926.00	3	Yes
Equipment	Maintenance Equipment	Avail ITS System 2016 Buses	1		2		\$3,257,873.31	15	No
Equipment	Maintenance Equipment	Bus Washer	1	BW001	8		\$1,037,300.00	15	No
Equipment	Maintenance Equipment	Lift	1		12		\$69,745.76	20	No
Equipment	Maintenance Equipment	CNG Public Station	1		7		\$118,621.64	20	No
Equipment	Maintenance Equipment	Dual	1		7		\$808,625.85	15	No
Equipment	Maintenance Equipment	CR-001	1	13248/258/4835	13		\$30,000.00	20	No
Equipment	Maintenance Equipment	Station	1		2		\$2,860,745.75	20	No
Equipment	Maintenance Equipment	Overhead Lubrication System	1	834071	37		\$235,542.35	20	Yes
Equipment	Maintenance Equipment	UST Diesel Tank	1	64002	7		\$106,680.00	8	No
Equipment	Non Revenue/Service Automobile	DC-1	1	DC-1	5	96,058	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	DC-2	1	Dc-2	5	100,589	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	DC-3	1	DC-3	5	93,112	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	DC-4	1	DC-4	3	33,000	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	HC-1	1	HC-1	6	40,301	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	HC-2	1	HC-2	6	30,822	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Unit 10	1	10	3	20,931	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Unit 11	1	11	3	18,447	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Unit 12	1	12	6	41,831	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Unit 8	1	8	17	121,716	\$100,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	UPL-1 Van	1	UPL-1	10	177,885	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	UPL-2 Van	1	UPL-2	10	187,837	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	UPL-3 Van	1	UPL-3	10	114,365	\$30,000.00	8	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Wrecker	1	75	31	57,154	\$132,859.00	8	Yes

Facilities

The TAM Plan Facilities condition assessment consists of assigning a physical condition rating, based on the FTA TERM Scale, to all facility assets for which SARTA owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which SARTA does not own the asset, the facility asset is owned by a 3rd party, and/or where SARTA does not have a direct capital responsibility for the facility asset (Table 3.1).

However, for the purposes of NTD reporting (Inventory & Condition Submittal), all SARTA owned and 3rd party owned facility assets (regardless of direct capital responsibility) are included in the Facility Asset Inventory (Table 3.4). Only SARTA owned facility assets with a direct capital responsibility are assigned a facility asset condition rating. At the time of this writing, SARTA only owns, operates, and has a direct capital responsibility for its administration, operations, and maintenance headquarters, fuel islands and three transit stations. However, each of these facility assets were inspected and assessed individually.

As detailed in SARTA's Facility & Equipment Maintenance Plan, each condition assessment inspection will take place around July/August of each calendar year. The inspection of major facility components and subcomponents will be conducted by the Maintenance Supervisor and a SARTA staff member, with results and data reported to the Chief Operating Officer. Facility equipment assets that have an acquisition value of \$50,000 or more will also be included in the facility condition assessment inspection.

As detailed in SARTA's Facility and Equipment Maintenance Plan (SGR Facility/Building/Equipment Inspection Procedures & Inspection Assessment Standards), the process developed to assess the condition of the facilities where SARTA has direct capital responsibility and ownership is as follows:

1. Define the facility components and sub-components.
 2. Establish the condition assessment language based on the FTA Scale.
 3. Conduct the assessment on an annual basis, to be conducted around July/August of each year;
 4. Calculate the overall condition by using the *Median Value Method*; and
 5. Document and report the assessed condition.
- Agency inspection & maintenance procedures/schedules found in the Fleet and Facility Maintenance Plans.
 - Inspection schedule/alignment with reporting schedule.
 - Data needs.
 - Warranty status & age of components.
 - Third-party inspection records; and
 - Previous inspection records (CPT & internal tracking spreadsheet).

The components and sub-components that will be inspected for a condition assessment in an Administrative/Maintenance and/or Passenger facility can be found in the assessment guide in Section 10 - Appendix Inspection Procedures & Inspection Assessment Standards. The 2017 facility condition assessment rating data can be found on (Table 3.1). The 2022 facility inspection data showed that all SARTA facilities had an overall condition rating of 4.00.

Asset Category	Asset Class	Asset Name	NTD ID	ID/Serial No	Count	Unit Replacement Cost/Value
Facilities	Maintenance	Gateway HVAC	HVAC	HVAC	1	\$1,037,300.00
Facilities	Passenger Facilities	Cornerstone Shelters	CS001	CS001	1	\$102,830.00
Facilities	Passenger Facilities	Cornerstone Shelters	CS001	CS001	2	\$106,680.00
Facilities	Passenger Facilities	Alliance Transit Center	ALL001	ALL001	1	\$1,448,030.21
Facilities	Passenger Facilities	Belden Village Transit Center	BV001	BV001	1	\$1,855,333.53
Facilities	Passenger Facilities	Cornerstone Transit Center	CS001	CS001	1	\$2,358,897.03
Facilities	Administration	Gateway Facility	Gate001	GATE001	1	\$16,237,660.25

Decision Support Tools & Management Approach

Sections 4 and 5 are interrelated and detail the process and tools used to manage the lifecycle planning of capital public transportation assets. SARTA's staff within the maintenance, finance/grants, compliance, operations & safety, and executive departments utilizes a variety of management practices, policies, and technology to manage, maintain, and plan throughout the life cycle of an asset.

Table 4.2

Documents	Description
Facility and Maintenance Plan	SARTA's Facility and Maintenance Plan details all policies and procedures related to the Authority-owned facilities and equipment. It includes: facility maintenance standards, facility inspection process, PM schedules, work order process, facility components, vendor contracts and inspection needs.
Fleet Management and Maintenance Manual	SARTA's Facility and Maintenance Plan details all policies and procedures related to the Authority-owned vehicles. It includes: maintenance department responsibilities, PM schedules, work order process, vendor contracts and inspection needs.
Procurement Manual	The Procurement Procedure Manual lists all FTA purchasing policies, contract/bidding requirements and regulations, asset purchasing procedures, and asset disposal procedures.
TAM Plan	SARTA's Transit Asset Plan is a document containing a business model that uses the condition of assets (facility, rolling stock and equipment) used in the provision of providing public transportation to help guide the optimal prioritization of funding in order to keep the agencies transit system in a State of Good Repair (SGR). The TAM Plan also contains information related to data collection and reporting requirements for the following: Asset Inventory portfolio, Asset Condition assessment (PTMS), Decision Support Tools and Management approach, Investment prioritization list for Program of Projects reporting, and NTD annual reporting.
Capital Plan/List of Prioritization of Projects/Programs	The Capital plan lists projects in rank of order on the priority list of projects needed in order to maintain SGR of an asset.
Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)	The Metropolitan Planning Organization Improvement Program is a list of upcoming transportation projects covering a period of at least four years. The TIP is developed SCATS SARTA's MPO. The TIP includes capital and non-capital surface transportation projects.

Management Approach to Asset Management

The primary management approach utilized to maintain an SGR is risk mitigation. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the assets life cycle, both from a maintenance perspective (breakdowns) and a safety & accessibility perspective (accidents/ADA requirements).

Throughout each asset’s life cycle, SARTA shall monitor all assets for unsafe and inaccessible conditions. However, identifying an opportunity to improve the safety of an asset does not necessarily indicate an unsafe condition. When SARTA encounters and identifies as unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable. SARTA’s risk management philosophy is the proactive approach of identifying future projects and ranking preventative projects with better return on investment higher in the investment prioritization risk.

Policies and procedures to mitigate risk are included in the documents presented in (Tables 4.3 to 4.7).

Performing an analysis of the asset life cycle at the individual asset level is just one management approach SARTA uses to maintain SGR. This analysis follows the asset from the time it is purchased, placed in operation, maintained, and ultimately disposed of and is a snapshot of each asset’s status. The asset lifecycle stages consist of the following strategies:

- TAM Plan -3: Acquisition & Renewal Strategy (Design/Procurement)
- TAM Plan -3: Maintenance Strategy (Operate/Maintain/Monitor)
- TAM Plan -3: Overhaul Strategy (Rebuild)
- TAM Plan -3: Replacement Strategy (Disposal)
- TAM Plan -3: Risk Management Strategy (Mitigation)

Table 4.3

Acquisition and Renewal Strategy: Determine when in initiate acquisition activities for assets. Describe SARTA's long-term replacement strategy, abd how long-term renewal and improvement activities are assessed based on the asset's lifestyle. As applicable, describe any planned changes or improvements to these processes, describing the strategies.

Asset Category	Asset Class	Aquisition and Renewal Strategy
Rolling Stock	BU - Bus	Transition to a 100% low to no emission vehicles. Projection for replacement start the day new vehicles are added as an asset.
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	Paratransit Vans are 4-5 years/ 100,000/150,000. Projection for replacement start the day new vehicles are added as an asset.
Equipment - Non revenue vehicles	SUP - Support Vehicles	Replacement of support vehicles is based on ULB and funding availability.
Facility	Administration, Maintenance, Transit Stations, Fuel Stations	Facilities are maintained on an annual bases to extend ULB.

Table 4.4
Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency
Rolling Stock	BU - Bus	Clean, Wash & Vacuum	Daily
		Pre-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Transmission Inspection	Mileage
		Rear End Inspection	Mileage
		Air Dryer Inspection	Monthly
		Engine Breather Inspection	Monthly
		A/C Inspection	Monthly/Quarterly /Annually
		Camera System Inspection	Bi-Monthly
Rolling Stock	CU - Paratransit Cutaway VN - Van	Farebox inspection	Monthly
		Tire Inspection	Daily
		ADA Systems Inspection	Daily/ Monthly
		Clean, Wash & Vacuum	Daily
		Pre-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Transmission Inspection	Mileage
		Rear End Inspection	Mileage
		A/C Inspection	Monthly/Quarterly /Annually
Equipment	SUP - Support Vehicles	Camera System Inspection	Bi-Monthly
		Farebox inspection	Monthly
		Tire Inspection	Daily
		ADA Systems Inspection	Daily/ Monthly
		Clean, Wash & Vacuum	Weekly
Facilities	Administrative, Maintenance, Transit Stations	Pre-trip inspection	Daily
		Post-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Facility and Equipment Inspection: Mission Critical	Daily
Facility and Equipment Inspection: Mission Critical	Monthly		
Facility and Equipment Inspection: Mission Critical	Annually		
SGR Facility and Equipment Inspection	Annual		

Table 4.5

Overhaul Strategy: Determine how and when assets get overhauled or replaced. Describe what activities take place during an overhaul. As applicable, describe any planned changes or improvements to these processes.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BUS - Bus	It is SARTA's policy to repair damaged or non-functioning assets and components on an "as needed" basis. SARTA does not overhaul or rehabilitate its assets. Assets are replaced once the following conditions are met: (1) the asset's ULB has been met, or (2) the asset is considered a total loss by covering insurance.
Rolling Stock	CU - Paratransit Van VN - Van	
Equipment - Non revenue vehicles	SUP - Support Vehicles	
Facilities	Administration, Maintenance, Transit Stations, Fuel Stations	

Table 4.6

Disposal Strategy: Describe strategy for disposing of assets to be replaced. Describe the approval process and detail, including procedures for physically removing the asset from the property. As applicable, describe any planned changes or improvements to these processes.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BUS - Bus	Buses, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and SARTA Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 6) The buyer/scrap dealer receives title, and removes the vehicle from the property. 7) If disposal is tied to an EPA grant, EPA disposal instructions are followed and submitted as grant requires.
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	Paratransit vans and cutaway vans, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and SARTA Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 6) The buyer/scrap dealer receives title, and removes the vehicle from the property. 7) If disposal is tied to an EPA grant, EPA disposal instructions are followed and submitted as grant requires.
Equipment	Non- Revenue SUP - Support Vehicles Cars/Trucks/Vans	Non-revenue service vehicles, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and SARTA Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking.
Facilities	Administration, Maintenance, Transit Stations, Fuel Stations	Facilities and real-estate, once ULB is met or exceeded or conditions exist to permit a move, facility assets are disposed of using the following method: 1) Approval received from the Authority Board and the FTA to initiate disposal procedures; 2) The facility is inspected and appraised by the 3rd party; 3) Utilizing a real-estate company, the facility is placed up for sale and bid; 4) The facility is sold to the highest bidder, sale is approved by the Authority Board and FTA; 5) The Authority removes all property and vacates the location; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 7) The highest bidder receives title, and takes ownership of the property.

Table 4.7

Risk Management: ID any risks faced to your assets or organization as a whole, and describe the mitigation strategies for each one.

Risk	Mitigation Strategy
Loss of significant amounts of federal/ state/ local funding.	Decrease dependence on federal funding for capital improvements. Utilize reserve fund. Cut back on maintenance and service activities that are in balance with budget. Extend asset ULB, if possible. Decrease dependence on local/state funding for capital improvements. Local Sales Tax revenue makes up 80% of SARTA's operating funds. Loss of sales tax funding could result in the lose of public transportation services for Stark County, Oh. Utilize reserve fund. Cut back on maintenance and service activities that are in balance with budget.
Fuel supply chain disruption.	Fuel offsite in partnership with another transit agency, state DOT, municipality, and/or private sector organization.
Parts supply chain disruption.	Partner with regional transit agencies and OEMs to retain parts supply chain.
Catastrophic loss of asset(s) due to natural or man-made disasters and hazards.	Enact SARTA and Catastrophic Loss Plans. Use backup facilities, and reserve vehicles from partner transit agencies.

Prioritized List of Investments

SARTA shall perform an investment prioritization analysis on a quarterly basis, to:

- (1) Determine what capital investments are needed, how much (and when), to maintain SGR (Table 5.1); and
- (2) Rate and rank SGR programs and projects in order of implementation priority (Table 4.1).

Asset Category	Asset Class	Condition Performance		SGR Target FY 18	FTA Performance Metric
Revenue Vehicles		Fleet Size	Vehicle Age	FTA ULB (Years)	Performance Measures
BU - Bus	30' Bus	9	10	12	9
BU - Bus	30' Bus Hybrid	1	9	12	0
BU - Bus	35' Bus CNG	9	6	12	0
BU - Bus	35' Bus	6	8	12	0
BU - Bus	35' Bus	6	7	12	0
BU - Bus	40' Bus	2	16	12	2
BU - Bus	40' Bus CNG	4	4	12	0
BU - Bus	40' Bus CNG	1	3	12	0
BU - Bus	40' Bus CNG	4	2	12	0
BU - Bus	40' Bus Diesel	1	10	12	0
BU - Bus	40' Bus Hybrid	2	9	12	0
BU - Bus	40' Bus Hybrid	1	8	12	0
BU - Bus	40' Bus Hydrogen Fuel Cell	5	1	12	0
CU - Cutaway Bus	12 Passenger	10	4	7	0
CU - Cutaway Bus	12 Passenger	8	2	7	0
CU - Cutaway Bus	12 Passenger	8	2	7	0
CU - Cutaway Bus	16 Passenger	7	8	7	0
CU - Cutaway Bus	16 Passenger	13	6	7	0
CU - Cutaway Bus	MV-1	10	6	5	10

Facilities					
	Asset Class	Fleet Size	Vehicle Age	FTA ULB (Years)	Performance Measures
Facility: SARTA Operations/Administrative Offices/ Maintenance Garage - 1 Facility	Administration/ Operation/Maintenance	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Facility: (1) LCTA Fuel Island - CNG	Administration/ Operation/Maintenance	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Facility: (1) LCTA Fuel Island - CNG	Administration/ Operation/Maintenance	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Facility: (1) LCTA Fuel Island - Hydrogen	Administration/ Operation/Maintenance	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Facility: SARTA Transit Centers - 3 Facilities	Operation	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Equipment					
	Asset Class	Class Size	Age	FTA ULB (Years)	Performance Measures
Equipment	Computer Software/Equipment	1	5	5	1
Equipment	Computer Software/Equipment	2	2	5	0
Equipment	Computer Software/Equipment	1	4	5	0
Equipment	Computer Software/Equipment	2	5	5	2
Equipment	Computer Software/Equipment	6	7	5	6
Equipment	Computer Software/Equipment	2	14	5	2
Equipment	Maintenance Equipment	2	2	10	0
Equipment	Maintenance Equipment	3	7	10	0
Equipment	Maintenance Equipment	1	8	10	1
Equipment	Maintenance Equipment	1	12	10	1
Equipment	Maintenance Equipment	1	13	10	1
Equipment	Maintenance Equipment	1	37	10	1
Non Revenue/Service Automol	Dodge Caravan	4	5	8	0
Non Revenue/Service Automol	Honda Civic	26	5	8	0
Non Revenue/Service Automol	Chevy Uplander	3	10	8	3
Non Revenue/Service Automol	Dodge Ram	1	17	8	1
Non Revenue/Service Automol	Ford F250	1	3	8	1
Non Revenue/Service Automol	Ford F250	1	3	8	1
Non Revenue/Service Automol	Ford F250	1	6	8	1

The investment prioritization analysis aids SARTA in making more informed investment decisions to improve SGR of our capital assets and define when as asset needs overhaul or replacement. The investment prioritization list, is a list containing the work plan(s) and schedule(s) of the proposed

projects and programs that SARTA estimates would achieve its SGR goals, and a ranking of projects and programs based on implementation priority over the TAMP horizon period of four (4) years.

SARTA will rank selected projects and programs to improve or manage the SGR of capital assets for which SARTA has a direct capital responsibility. The ranking criteria of projects and programs shall be consistent throughout the TAMP. Priority consideration will be given to local projects and programs that: (1) both improve SGR and correct an identified unacceptable safety risk; and (2) take into consideration ADA requirements (49 CFR Part 37) concerning maintenance of accessible features and the alteration of transit facilities. Furthermore, when developing an investment prioritization list, SARTA shall take into consideration its estimation of funding levels from all sources that it reasonably expects will be available in each fiscal year during the TAMP horizon period.

The ranking of investment prioritization programs and projects will be expressed as: *High Medium*, or *Low*. Each investment prioritization program or project ranked shall contain a year and/or date in which the SARTA intends to carry out the program or project. This output process is a list of ranked projects and programs at the asset class level identifying the asset inventory. SARTA’s list of prioritized investments can be found on (Table 4.1).

4.1

Project Name	Project Year	Asset Category	Asset Class	Cost	Priority
Hydrogen Fuel cell bus acquisition.	2024	Revenue Vehicles	BU - Bus	\$1,700,000.00	Medium
Solar Panel Grid	2023	Facilities	Maintenance	\$1,000,000.00	High
Back-up Generator BV location	2023	Facilities	Passenger Facilities	\$100,000.00	Low
HVAC replacement	2023	Facilities	Administration	\$400,000.00	Medium
Massillon Transit Center	2023	Facilities	Passenger Facilities	\$3,000,000.00	Medium
CNG Facility Station Upgrade	2022	Equipment	CNG equipment	\$2,400,000.00	High
Hydrogen Tank Expansion	2022	Equipment	Hydrogen Tanks	\$3,000,000.00	High
Electrical Upgrade	2022	Facilities	Administration	\$765,000.00	High

Annual Performance Targets & Measures

This section lists the process, data sources, and methodology used in the development of the FTA requirement for SARTA to set annual SGR performance targets. As introduced in Section 1, a State of Good Repair (SGR) is a threshold that identifies the desired performance condition. Specifically, an asset is in an SGR when: The condition of a capital asset can operate at a full level of performance meaning:

1. Is able to perform its designed function.
2. Does not pose a known and/or unacceptable safety risk (Condition); and
3. Its lifecycle investments have been met or recovered FTA (ULB).

The FTA has enlisted the use of the following asset performance measure criteria for use in the development of SARTA’s SGR performance targets (Table 6.1).

SARTA shall establish one or more performance target(s) for each applicable asset class performance measure on an annual basis for the next fiscal year. The timeline for establishing SGR performance targets & measures are as follows:

Within three months before the effective date of October 1, 2022, SARTA shall set performance targets for the next fiscal year for each asset class included in this TAM Plan. These performance targets shall be established on or by no later than the date of the September meeting of SARTA’s Board of Directors. TAMP updates and adjusted targets shall be established with annual NTD reporting and approved by the Accountable Executive.

Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
Stark Area Regional Transit Authority	Equipment	Non Revenue/Service Automobile		6%	0%	12%	19%	6%
Stark Area Regional Transit Authority	Equipment	Other Rubber Tire Vehicles		1%	0%	1%	0%	1%
Stark Area Regional Transit Authority	Equipment	Computer Software/Equipment		7%	7%	7%	7%	7%
Stark Area Regional Transit Authority	Equipment	Maintenance Equipment		10%	10%	10%	10%	10%
Stark Area Regional Transit Authority	Equipment	Non Revenue/Service Automobile	50%					
Stark Area Regional Transit Authority	Facilities	Administration		10%	10%	10%	10%	10%
Stark Area Regional Transit Authority	Facilities	Maintenance		10%	10%	10%	10%	10%
Stark Area Regional Transit Authority	Facilities	Passenger Facilities		10%	10%	10%	10%	10%

SGR performance targets are based on realistic expectations derived from both the most recent available data (ULB/condition), FTA performance measure criteria, and the financial resources from all sources SARTA reasonably expects will be available during the TAM Plan horizon

period for capital planning purposes. SGR performance targets for the current fiscal year shall be monitored on a quarterly basis. The Accountable Executive is required to approve each annual performance target submission to FTA/NTD.

Record Keeping & NTD Reporting

SARTA shall maintain all supporting TAM Plan records and documents. SARTA shall make TAMP records available to Federal (FTA), State (ODOT) and MPO's entities that provide(s) funding to SARTA, and to aid in the planning process. SARTA reports, on an annual basis, to the FTA's National Transit Database (NTD):

- Inventory of assets.
- SGR performance targets for the next fiscal year.
- Condition inspection assessments and performance measures of capital assets; and
- An annual narrative shall also be included and reported to NTD that provides a description of any change in the condition of SARTA's transit system or operations from the previous year, and describe the progress made during the reporting year to meet the performance targets set in the previous reporting year.

Per NTD requirements, because SARTA's fiscal year ends on 31 December, annual TAM data reporting to NTD shall be completed by the Grants department by the last business day of April of each calendar year.

Updates & Continuous Improvement

The TAM Plan can be considered a "living document" that shall be reviewed on at least a quarterly basis, updated, and incorporated into SARTA's capital and budget planning, and reporting processes.

Beginning in 2022, TAMP data shall serve as a "baseline" measure of asset performance management. As more data is collected, additional monitoring categories and goals will be included to support condition and reliability-based decision-making.

This document shall cover a "horizon period" of time (starting 10/1/2022 to 9/30/2026) beginning with the implementation in FY2022 and ending four years later FY 2026. Projected Fleet Replacement will change annually as new data is entered into the TAM Plan Template. First projections from TAMP data can be seen in (Table 7.1). This TAMP shall be updated annually in conjunction with annual NTD reporting.

Fleet Type (Year/Manufacturer/Model)	2023		2024		2025		2026		2027	
	Number	Cost In 2022 \$								
2008 Gillig Low Floor	2	\$700,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2009 Gillig Low Floor	0	\$0.00	0	\$0.00	0	\$0.00	1	\$575,000.00	0	\$0.00
2010 Gillig Low Floor	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2011 Gillig Low Floor	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2012 Gillig Low Floor	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2014 Gillig Low Floor	1	\$450,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 Gillig Low Floor	2	\$900,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2016 Gillig Low Floor	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2017 Eldorado Low Floor	1	\$1,700,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2012 Goshen CNG	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	4	\$560,000.00
2012 MV-1 CNG	0	\$0.00	0	\$0.00	0	\$0.00	3	\$210,000.00	0	\$0.00
2014 Goshen Diesel	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 Goshen Diesel	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 Gillig Diesel	2	\$280,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2016 Goshen Diesel	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2019 Eldorado Low Floor	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00

Conclusion

The Board of Directors, management team, staff, and employees of the Stark Area Regional Transit Authority firmly believe that by implementing this *Transit Asset Management Program* (TAMP), that it will allow the transportation system to meet its mission and offer safe, efficient, reliable, and accessible public transportation options to the public of the Stark County area. In addition, SARTA believes that by implementing this TAMP, the following *State of Good Repair* (SGR) indicators will be either maintained or improved upon:

- Limit safety risks.
- Justify investments.
- Increase system reliability & accessibility.
- Lower maintenance costs; and/or
- Increase system performance.

Appendix

Component	Rating	Description
A. Substructure <ul style="list-style-type: none"> Foundation Basement  	5: Excellent	New construction, no visible defects.
	4: Good	Minor improvement or superficial repairs needed, to be addressed through routine maintenance. No significant visible damage such as cracking, spalling, sagging, rust, or shifting.
	3: Adequate	Needs some repair. There may be surface cracking, rust, shifting, and spalling on components. Insulation or drainage may need maintenance. Substructure is cosmetically "fair", and functioning as designed; within useful life.
	2: Marginal	Components need extensive repair at a minimum. They show signs of significant cracking, sagging, rust, shifting, and spalling / decay. Significant insulation or drainage issues may be present. There are no apparent safety issues, however. Components are functional but have exceeded their useful lives.
	1: Poor	Components show critical defects affecting function, health, or safety. They are visibly in poor condition. They cannot be repaired; must be replaced. They have exceeded their useful life and warrant structural review.

Component	Rating	Description
B. Shell <ul style="list-style-type: none"> Superstructure / structural frame, including columns, pillars, and walls Roof: Roof surface, gutters, eaves, skylights, chimney surrounds Exterior: Windows, doors, and all finishes (paint, masonry) Shell appurtenances: Balconies, fire escapes, gutters, downspouts  	5: Excellent	New construction, no visible defects or damage
	4: Good	Minor improvement needed; sub-components are more than five years old but are functioning without issue under routine maintenance. Only minor superficial damage or defect. No sagging, corrosion, cracking, shifting, or leaks.
	3: Adequate	Repairs are needed. Component or sub-components show signs of minor cracking, drainage issues, sagging, corrosion, or shifting. They are cosmetically "fair", but functioning as designed.
	2: Marginal	Component or sub-components show signs of significant cracking, sagging, swelling, corrosion, leaks, or shifting. Significant repairs are needed, but there currently does not appear to be a safety issue on any single sub-component.
	1: Poor	Component or sub-components have critical defects affecting function, health, or safety. They are in visibly poor condition and must be replaced rather than repaired. They have exceeded their useful life and warrant

Component	Rating	Description
J. Site <ul style="list-style-type: none"> Roadways/driveways and associated signage, markings, and equipment Parking lots and associated signage, markings, and equipment Pedestrian areas and associated signage, markings, and equipment Site development such as fences, walls, and miscellaneous structures Landscaping and irrigation Site Utilities 	5: Excellent	New construction, no apparent defects, serving the needs of the facility.
	4: Good	Minor deterioration, primarily cosmetic defects such as damaged signage or small pavement cracks, landscaping updates. Still meets needs of facility with routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, such as signs needing replacement and pavement cracks needing fill. More routine maintenance is needed. However, site is still functioning as designed.
	2: Marginal	Site sub-components are worn and need extensive repair at a minimum. Pavement may show damage beyond what can be fixed with crack filler (over 2" wide / potholes). Signage may be outdated, fences need replacement, irrigation no longer efficient, etc.
	1: Poor	Site has critical defects affecting function, health, or safety. Issues are beyond repair and warrant detailed review.

Component	Rating	Description
C. Interiors <ul style="list-style-type: none"> Partitions: Walls, interior doors, fittings, signage Stairs: Interior stairs and landings Finishes: Materials used on walls, floors, and ceilings  	5: Excellent	New construction, no visible defects or damage.
	4: Good	Minor improvement needed; only shows superficial damage or defect. Minimal signs of wear, no major problems, minimal signs of deterioration. Primarily cosmetic issues with no functional impact, which can be addressed through routine maintenance.
	3: Adequate	Repairs are needed. Component or sub-components show signs of cracking, drainage issues, sagging, corrosion, or shifting. They are cosmetically "fair", but functioning as designed.
	2: Marginal	Interior shows deterioration: cracking, sagging, swelling, corrosion, leaks, etc. Finishes are worn. Significant repairs or upgrades are needed, but there currently does not appear to be a safety issue.
	1: Poor	Component or sub-components have critical defects affecting function, health, or safety. They are in visible poor condition and must be replaced rather than repaired. They have exceeded their useful life and warrant structural review.

Component	Rating	Description
D. Conveyance <ul style="list-style-type: none"> Elevators Escalators Lifts: any other such fixed apparatuses for the movement of goods or people.  	5: Excellent	New construction, no visible defects or damage.
	4: Good	Minor improvement needed; only shows superficial damage or defect with no functional impact. Issues are addressed via routine maintenance.
	3: Adequate	Repairs are needed; components show signs of corrosion and damage. They are cosmetically "fair", but functioning as intended under maintenance schedule.
	2: Marginal	Component or sub-components need extensive repair at a minimum. More substantial part replacement and/or repair is frequent. There currently does not appear to be any safety issue. Maintenance schedule is interrupted by more frequent breakdowns.
	1: Poor	Component or sub-components have critical defects affecting function. They are in visibly poor condition and must be replaced rather than repaired. Maintenance schedule is reactive rather than proactive due to frequent malfunction. Apparatuses have exceeded their useful life and warrant detailed review.

Component	Rating	Description
F. HVAC <ul style="list-style-type: none"> Energy supply Heating / cooling generation and distribution systems Testing, balancing, controls and instrumentation Chimneys and vents  	5: Excellent	New construction, no visible defects or damage. Meets efficiency and capacity goals and maintains desired temperature and air quality throughout the facility.
	4: Good	Minor improvements needed, may be slightly outdated and less efficient and consistent. Minor deterioration or defect with no functional impact typically addressed through routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are significant. With these, the system meets needs. Still within its useful life.
	2: Marginal	System has exceeded its useful life; fails to meet standards or needs. Components need extensive repair at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System is well past its useful life and has critical defects affecting function; its issues are beyond repair and warrant detailed review.

Component	Rating	Description
E. Plumbing <ul style="list-style-type: none"> Fixtures Water distribution Sanitary waste Rain water drainage  	5: Excellent	New construction, no visible defects or damage.
	4: Good	Minor wear and tear or superficial deterioration or defect with no functional impact typically addressed through routine maintenance. No corrosion or leaks.
	3: Adequate	Repairs are needed; some deterioration exists, such as corrosion. Repairs are typical to more intensive routine maintenance and system is functioning as designed.
	2: Marginal	Plumbing system components need extensive repair at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System has defects affecting function and necessitating frequent maintenance. Plumbing is in poor condition and must be replaced rather than repaired. The system has exceeded its useful life and warrants detailed review.

Component	Rating	Description
G. Fire Protection <ul style="list-style-type: none"> Sprinklers Standpipes Hydrants and other fire protection specialties  	5: Excellent	New system, no visible defects or damage. Meets facility needs.
	4: Good	Minor wear and tear; system may be slightly outdated but still meets needs of facility with routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are significant. With these, the system meets requirements. Still within its useful life.
	2: Marginal	System has exceeded its useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Component	Rating	Description
H. Electrical <ul style="list-style-type: none"> Electrical service & distribution Lighting & branch wiring (interior and exterior) Communications & security Other electrical system-related pieces such as lightning protection, generators, and emergency lighting  	5: Excellent	New system, no apparent defects. Meets facility needs.
	4: Good	Minor deterioration; system may be slightly outdated but still meets needs of facility with minimal routine maintenance. Limitation on system flexibility such as future expansion.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are significant. There is limited flexibility for improvement. However, the system meets requirements and is still within its useful life.
	2: Marginal	System has exceeded its useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Component	Rating	Description
I. Equipment <ul style="list-style-type: none"> Equipment related to the function of the facility Includes maintenance or vehicle service equipment 	5: Excellent	New equipment, no apparent defects, serving the needs of the facility.
	4: Good	Minor deterioration; equipment may be slightly outdated but still meets needs of facility with minimal routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are considerable. However, equipment meets needs and is still within its useful life.
	2: Marginal	Equipment has exceeded useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum.
	1: Poor	Equipment is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Component	Rating	Description
I. Fare Collection <ul style="list-style-type: none"> Equipment related fare collection May also include other major equipment related to the function of the facility 	5: Excellent	New equipment, no apparent defects, serving the needs of the facility.
	4: Good	Minor deterioration; equipment may be slightly outdated but still meets needs of facility with minimal routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are considerable. However, equipment meets needs and is still within its useful life.
	2: Marginal	Equipment has exceeded useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum.
	1: Poor	Equipment is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Stark Area Regional Transit Authority

Resolution # _____, 2022

A Resolution To Dispose Of Obsolete And Unusable Vehicles

Whereas, this resolution authorizes the Executive Director/CEO to dispose of obsolete and unusable vehicles; and

Whereas, there are a total of fifteen (15; list attached) obsolete or unusable vehicles to be disposed of;

Now be it resolved by the Stark Area Regional Transit Authority Board of Trustees, that the Executive Director/CEO has the authority to dispose of these vehicles.

Date

Board President

Secretary-Treasurer

Vehicles for disposal				
	Unit	VIN	Mileage	Reason
1	1226	1FDFE4FS4CDA21700	281304	useful life/retire
2	1227	1FDFE4FS3CDA21705	281431	useful life/retire
3	1230	1FDFE4FS7CDA19293	258031	useful life/retire
4	1234	1FDFE4FS4CDA92881	273804	useful life/retire
5	1245	523MF1B6XCM101089	238431	totaled
6	1455	1GB6G5BL7E1198592	280578	useful life/retire
7	1457	1GB6G5BLXE1199686	284003	useful life/retire
8	1459	1GB6G5BL1E1199737	289131	useful life/retire
9	1566	1GB6G5BL2F1262510	240872	useful life/retire
10	0978	15GGE301691091821	555325	useful life/retire
11	1080	15GGB2713A1178590	631389	useful life/retire
12	1082	15GGB2717A1178592	655441	useful life/retire
13	1083	15GGB2719A1178593	637368	useful life/retire
14	1084	15GGB2710A1178594	677468	useful life/retire
15	1085	15GGB2712A1178595	677708	useful life/retire

Stark Area Regional Transit Authority

Resolution # _____, 2022

A Resolution To Authorize The Executive Director/CEO To Offer Free Rides
On November 11, 2022 To Veterans To Celebrate Veterans Day

Whereas, SARTA wishes to honor Veterans by offering free rides on Fixed Routes and Proline services November 11, 2022; and

Whereas, this resolution will assist SARTA in building public support by honoring those who have served in any branch of the United States military;

Now be it resolved by the Stark Area Regional Transit Authority Board of Trustees, that the Executive Director/CEO be authorized to offer free rides to Veterans on November 11, 2022.

Date

Board President

Secretary-Treasurer