



Board of Trustees Meeting

March 28, 2024

5:00 PM



**Stark Area Regional Transit Authority
Board of Trustees Meeting
February 28, 2024, @ 5:00 PM**

Mr. Reinhard called the meeting to order at 5:04 PM.

Attendance

Board (Quorum Present)

James Reinhard (Vice President), Gregory Blasiman, NaSheka Combs-Lemon, Margaret Egbert, Rex Morey, and Chet Warren.

Excused

Ron Macala (President) and Myra Watkins

Mr. Warren moved to accept the excused absences. Ms. Egbert seconded the motion; the vote passed unanimously.

Staff

Kirt Conrad (Executive Director/CEO), Mark Finnicum (Chief Operating Officer), Latrice Virola (Director, Customer Relations), Craig Smith (Director, IT), Clayton Popik (Director, Development & Special Projects), Michael Mouser (HR Benefits Manager), and Sheila Gines (HR Administrator).

Other

Paul Malesick (KWGD)

Approval/Correction of Minutes

January 24, 2024

February 14, 2024

February 28, 2024

Mr. Reinhard moved to amend the January 24, 2024, meeting minutes to reflect the new administrative building tour Mr. Popik led. Mr. Morey seconded the motion; the vote passed unanimously.

Mr. Blasiman moved to amend the February 14, 2024, meeting minutes to reflect Ms. Egbert's adjournment of the board meeting. Ms. Comb-Lemon seconded the motion; the vote passed unanimously.

Departmental Reports

- **Transportation & Maintenance**

- There has been an uptick in ridership since January in Proline; we believe it is due to the good weather.
- Twelve (12) new CDL individuals will begin class next week.
- The twenty-three (23) new vehicles are still being held up, and it may take another 2-3 more weeks for the software release to complete the build.
- Two (2) new maintenance technicians started last week.
- Ran out of buses for routes. However, we have not had to deny any rides.
- Still waiting on the new vehicles, which were due in 2023. Looks like another 2-8 weeks. We ordered four (4) more; if we receive all the vehicles, we should receive thirty (30).

- **Finance**

- In December's Financial draft, the final OPERS expenses increased to 1.2 million, a little over \$1000,000 from the budget.
- Waiting for the sales tax adjustment in health insurance reimbursement lag for 2023.
- March will mark the beginning of the new audit.
- Over on revenue and expenses. There was a big draw from the sub-grantees.
- Waiting on two (2) grants to pay out FY2024 due to the government not passing its new budget yet.

- **Special Projects & Development**

- The Massillon and New Administration buildings are in their final stages. We anticipate occupancy mid to late March.
- We have been working through some scheduling issues with the Via rides. Their staff has been very responsive.
- We updated the Title XI Policy due to FTA mandates, which happen every three (3) years.

- **Customer Relations**

- SARTA's new campaign, SARTA's SENSATION, lifts off with a spotlight for the finance department with the award they were presented with, the proline rider, Minnie, and the union member, William Hall. This spotlight will happen every third of the month for about a week, which includes newspaper and radio ads. The proline and fixed route spotlight will be traded off monthly.

- **Information Technology**

- IT is in the middle of upgrading Trapeze Pass to version 21. Eight (8) modules need upgrade or replacement. IT is preparing to install the workforce management that we purchased.
- Still working on choosing the software to replace GP. We are in the process of scoring the five (5) bids for the RFP.
- Ticket Vending Machines will be installed at the three (3) transits on April 25, 2024, which include Massillon, Belden Village, and Alliance.

- **Human Resources**

- Twelve (12) CDL Operators will begin on March 4, 2024.
- Two (2) individuals received their CDL license today. Two (2) more individuals will take the test in the next two weeks.
- Two (2) mechanic technicians started on the 12th. Two (2) spaces have been strategically kept open for an apprenticeship with RG Drage.
- Mr. Mouser has met with Mr. Michaels to work on an RFP primarily for medical and ancillary benefits.

- **Communications from the Executive Director/CEO Updates**

- Mr. Conrad attended a meeting with the Canton Chamber of Commerce last week. Senator Sykes had extended an invitation to attend and join the discussion about an Amtrack service conceivably coming to Canton from Akron. Mr. Conrad provided some potential routing suggestions.
- We met here with Via about servicing Stark County. We anticipate Sunday service to start around late summer.

Resolution

#2 – A Resolution To Dispose of Obsolete And Unusable Vehicles

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

#3 – A Resolution To Apply For US DOT's Raise Grant Year 2024

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

#4 – A Resolution To Approve SARTA's 2024 Title VI Program

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

#5 – A Resolution To Adopt Updated Procurement Policy

Mr. Warren moved to adopt the resolution. Ms. Comb-Lemon seconded the motion; the vote passed unanimously.

Adjournment

Mr. Warren moved to adjourn the meeting at 5:47 PM. Ms. Egbert seconded the motion.



Transportation & Maintenance

Mark Finnicum
Chief Operations Officer

SARTA RIDERSHIP REPORT

February 2024

2024 Operating Days 21 Weekdays, 4 Saturdays

2023 Operating Days 20 Weekdays, 4 Saturdays

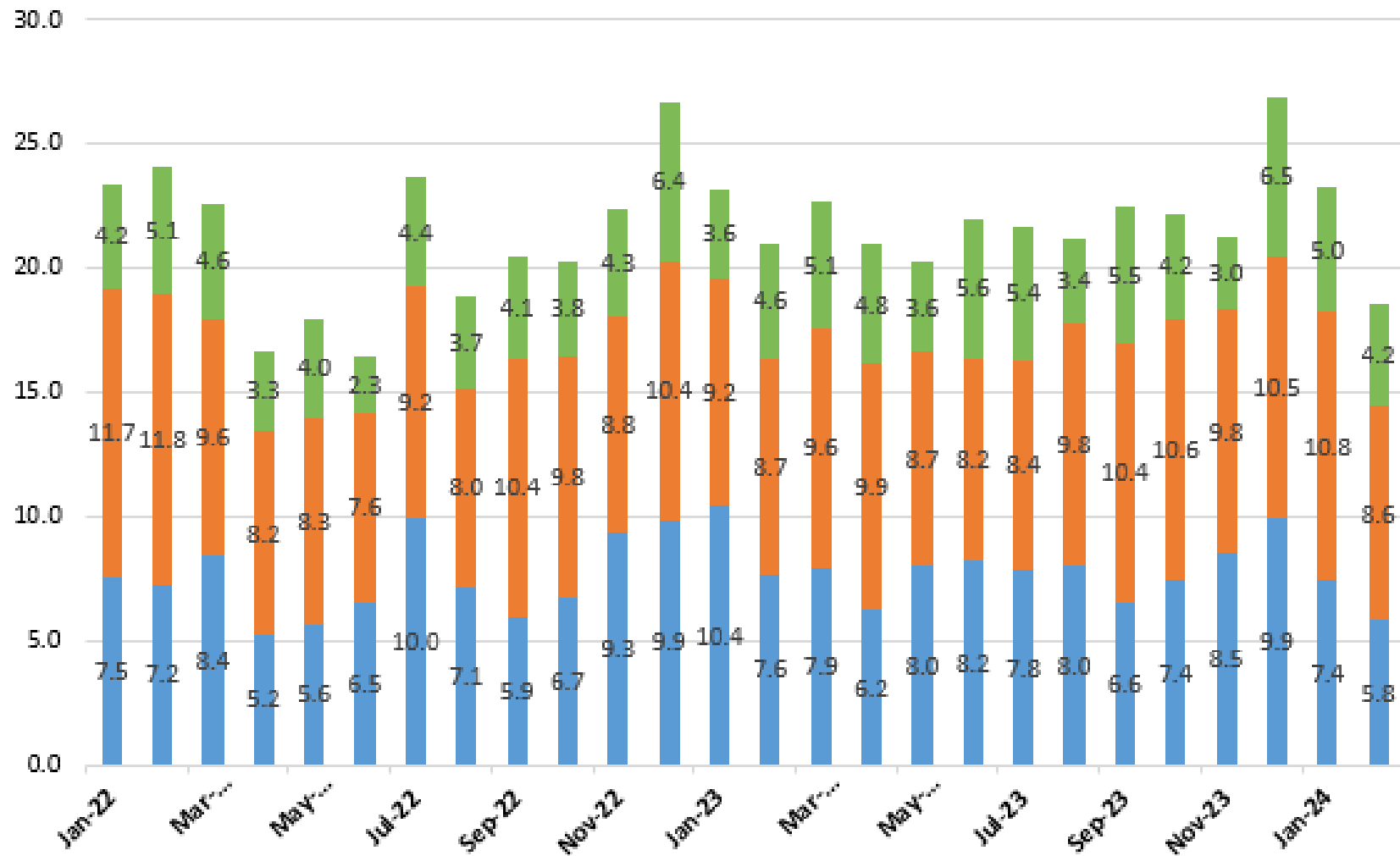
<u>Ridership</u>	CURRENT MO.				YTD			
	2024	2023	change	%	2024	2023	change	%
Fixed Route	94,083	91,561	2,522	2.75%	193,123	183,234	9,889	5.40%
Other Revenue	514	454	60	13.22%	1,039	958	81	100.00%
Paratransit	10,947	10,981	-34	-0.31%	21,067	21,722	-655	-3.02%
CS-Out of county	822	1,437	-615	0.00%	1,744	2,948	-1,204	0.00%
Total	106,366	104,433	1,933	1.85%	216,973	208,862	8,111	3.88%

<u>Vehicle Operations</u>	CURRENT MO.				YTD	PRIOR YTD		
	2024	2023	change	%	2024	2023	change	%
Fixed Route	194,904	174,605	20,299	11.63%	397,709	363,611	34,098	9.38%
Other Revenue	1,475	1,389	86	6.19%	3,045	2,999	46	100.00%
Fixed Deadhead	9,188	9,360	-172	-1.84%	18,598	19,510	-912	-4.67%
Paratransit	102,712	91,730	10,982	11.97%	207,797	179,733	28,064	15.61%
CS-Out of county	7,646	12,280	-4,634	0.00%	20,872	25,539	-4,667	0.00%
Para Deadhead	27,383	48,395	-21,012	-43.42%	53,803	104,895	-51,092	-48.71%
Total	343,308	337,759	5,549	1.64%	701,824	696,287	5,537	0.80%

<u>Hours</u>	CURRENT MO.				YTD			
	2024	2023	change	%	2024	2023	change	%
Fixed Route	11,868	10,861	1,007	9.27%	24,215	22,440	1,775	7.91%
Other Revenue	32	32	0	0.00%	64	64	0	100.00%
Paratransit	5,887	5,545	342	6.17%	11,898	11,400	498	4.37%
CS-Out of county	680	1,063	-383	-36.03%	1,441	2,240	-799	0.00%
Total	18,467	17,501	966	5.52%	37,618	36,144	1,474	4.08%

PROLINE INFRACTIONS DARA - PER 1000 ATTEMPTS

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



	2024 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	11,745	1,714	858	87	127	59	8,900	144,918	16.18
February	11,728	1,545	799	68	101	49	9,166	144,160	15.73
March									
April									
May									
June									
July									
August									
September									
October									
November									
December									
Year to Date Totals	23,473	3,259	1,657	155	228	108	18,066	289,078	15.96

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
February	11,728	1,545	799	68	101	49	9,166	144,160	15.73

Pass/Ticket Sales Comparison, 2024 - 2023				
2024	2024 Totals	2023	2023 Totals	Percent changed
Jan	\$23,389.25	Jan	\$21,600.00	8.28%
Feb	\$18,266.00	Feb	\$24,332.00	-24.93%
Mar	\$0.00	Mar	\$30,946.00	
Apr	\$0.00	Apr	\$24,900.00	
May	\$0.00	May	\$34,629.00	
Jun	\$0.00	Jun	\$29,916.00	
Jul	\$0.00	Jul	\$25,982.00	
Aug	\$0.00	Aug	\$31,583.00	
Sep	\$0.00	Sep	\$24,805.00	
Oct	\$0.00	Oct	\$28,033.00	
Nov	\$0.00	Nov	\$25,507.00	
Dec	\$0.00	Dec	\$23,543.00	
Year-to-Date	\$41,655.25	Year-to-Date	\$45,932.00	-9.31%



2024-2023 Ridership by Fixed Route				
Route	Feb 2024	Feb 2023	Difference	Percentage Change
4	268	295	-27	-9.15%
45	2,133	1,944	189	9.72%
81	5,957	5,242	715	13.64%
101	4,066	2,926	1,140	38.96%
102	19,302	15,725	3,577	22.75%
103	3,435	2,843	592	20.82%
105	6,382	5,497	885	16.10%
106	7,885	7,455	430	5.77%
107	3,443	3,040	403	13.26%
108	5,323	4,666	657	14.08%
110	5,996	3,386	2,610	77.08%
111	3,935	3,693	242	6.55%
113	2,616	1,933	683	35.33%
114	1,595	2,296	-701	-30.53%
117	3,956	3,899	57	1.46%
118	2,235	1,761	474	26.92%
119	4,567	4,248	319	7.51%
121	660	754	-94	-12.47%
122	0	587	-587	-100.00%
124	1,267	575	692	120.35%
125	1,310	1,613	-303	-18.78%
126	888	503	385	76.54%
128	1,278	1,146	132	11.52%
130	1,197	2,066	-869	-42.06%
131	2,685	1,687	998	59.16%
132	860	1,065	-205	-19.25%
133	0	471	-471	-100.00%
139	7,227	8,133	-906	-11.14%
151	422	417	5	1.20%
152	605	591	14	2.37%
153	493	566	-73	-12.90%
157	196	162	34	20.99%
158	324	210	114	54.29%
Total	102,506	91,395	11,111	12.16%

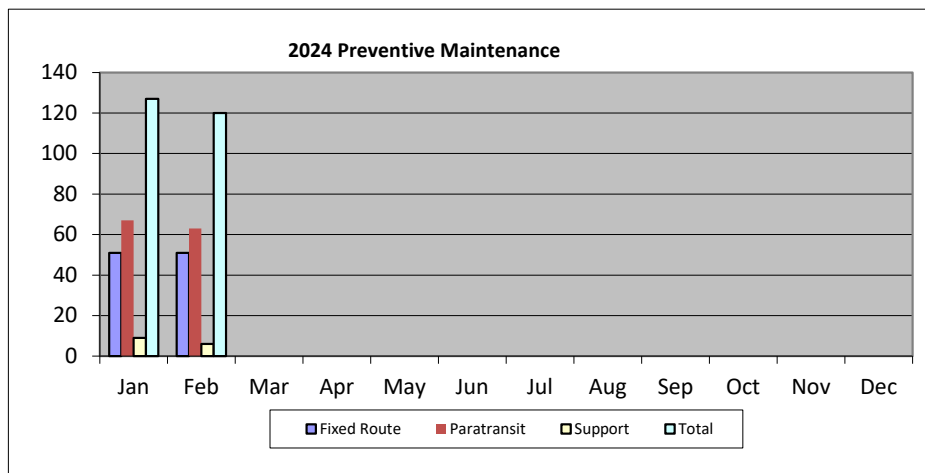
2024-2023 Ridership by Fixed Route				
Route	Feb 2024	Feb 2023	Difference	Percentage Change
4	477	295	182	61.69%
45	4,185	1,944	2,241	100.00%
81	11,365	5,242	6,123	100.00%
101	7,855	2,926	4,929	100.00%
102	37,051	15,725	21,326	100.00%
103	6,699	2,843	3,856	100.00%
105	12,249	5,497	6,752	100.00%
106	15,283	7,455	7,828	100.00%
107	6,855	3,040	3,815	100.00%
108	10,766	4,666	6,100	100.00%
110	11,639	3,386	8,253	100.00%
111	7,965	3,693	4,272	100.00%
113	5,062	1,933	3,129	100.00%
114	2,964	2,296	668	29.09%
117	8,439	3,899	4,540	100.00%
118	4,640	1,761	2,879	100.00%
119	9,138	4,248	4,890	100.00%
121	1,282	754	528	70.03%
122	0	587	-587	-100.00%
124	2,234	575	1,659	100.00%
125	2,625	1,613	1,012	62.74%
126	1,859	503	1,356	100.00%
128	2,450	1,146	1,304	100.00%
130	2,636	2,066	570	27.59%
131	5,242	1,687	3,555	100.00%
132	1,405	1,065	340	31.92%
133	0	471	-471	-100.00%
139	14,249	8,133	6,116	75.20%
151	983	417	566	100.00%
152	1,106	591	515	87.14%
153	933	566	367	64.84%
157	413	162	251	100.00%
158	626	210	416	100.00%
Total	200,675	91,395	109,280	100.00%

STARK AREA REGIONAL TRANSIT AUTHORITY
MAINTENANCE DEPARTMENT
February 2024
Submitted by: Mark Finnicum

1. There was a total of 120 Preventive Maintenance Inspections
 - 51 Fixed Route Buses
 - 63 Paratransit Buses
 - 06 Support Vehicle
2. There was a total of 120 Wheelchair Inspections
3. There was a total of 09 Heat & Air Conditioning Inspections
4. There was a total of 45 Farebox Inspections
5. There was a total of 10 Front End Alignments
6. There was a total of 105 Bus Exchanges
7. There was a total of 07 CNG Recertification Inspections
8. There was a total of 31 Avail System Inspections
9. There was a total of 17 Bi-Monthly Camera Inspections
10. There was a total of 14 Road Calls
 - 11 Fixed Route Buses – 11 Towed
 - 00 Non-Revenue Vehicle – 00 Towed
 - 03 Paratransit Buses – 03 Towed
11. There was a total of 03 Warranty Repair
12. There were 00 job related injuries reported.

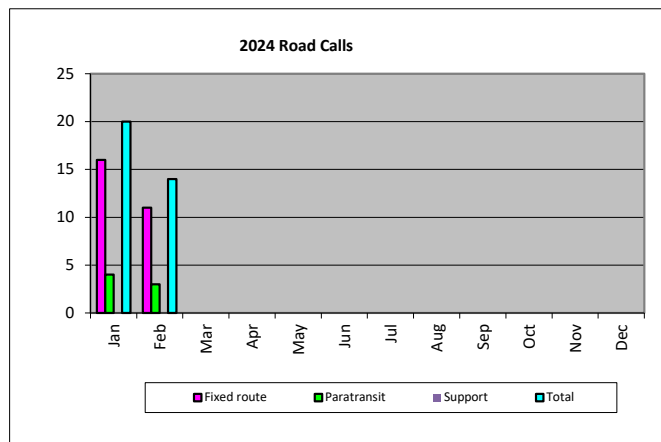
Preventive Maintenance Inspections

2024	Fixed Route	Paratransit	Support	Total
Jan	51	67	9	127
Feb	51	63	6	120
Mar				
Apr				
May				
Jun				
Jul				
Aug				
Sep				
Oct				
Nov				
Dec				



Road calls

2024	Fixed route	Paratransit	Support	Total
Jan	16	4	0	20
Feb	11	3	0	14
Mar				
Apr				
May				
Jun				
Jul				
Aug				
Sep				
Oct				
Nov				
Dec				



2024	Preventive Maintenance Costs	Repair Costs	Total	Diesel Gallons Used 2023	Diesel Gallons Used 2024	SARTA CNG GGE Used 2023	SARTA CNG GGE Used 2024	CNG Public Use GGE 2023	CNG Public Use GGE 2024	Hydrogen Usage KG 2023	Hydrogen Usage KG 2024
Jan	\$14,567.00	\$77,292.00	\$91,859.00	10,632	9,412	38,424	43,362	702	862	5,805	5,588
Feb	\$15,057.71	\$90,276.40	\$105,334.11	10,238	9,356	36,166	40,253	569	680	5,060	4,991
Mar				11,097		40,047		706		5,818	
Apr				9,657		36,422		701		6,500	
May				11,345		37,440		794		6,775	
Jun				12,533		37,991		1,615		6,213	
Jul				12,243		39,644		1,955		5,827	
Aug				12,543		41,288		2,692		7,074	
Sep				9,897		38,659		3,024		6,401	
Oct				10,172		39,157		3,653		7,078	
Nov				9,951		36,301		697		6,957	
Dec				8,634		38,365		975		6,842	
Total	\$29,624.71	\$167,568.40	\$197,193.11	128,942	18,768	459,903	83,615	18,080	1,542	76,350	10,579
<i>Month Avg.</i>	<i>\$14,812.36</i>	<i>\$83,784.20</i>	<i>\$98,596.56</i>	<i>10,435.00</i>	<i>9,384</i>	<i>37,295</i>	<i>41,808</i>	<i>635.17</i>	<i>771</i>	<i>5,432.50</i>	<i>5,290</i>

GGE - Gasoline Gallon Equivalent



Finance

Carrie Domer
Director



Stark Area Regional Transit Authority
Comparative Balance Sheet
For the Two Months Ending Thursday, February 29, 2024

	CURRENT YTD	LAST YTD	VARIANCE
CASH - FIFTH THIRD-MAIN CHECKING	748.00	0.00	748
CASH - FIFTH THIRD-MERCHANT ACCOUNT	22,441.00	0.00	22,441
CASH - HUNTINGTON-CHECKING	2,026,215.00	2,839,456.00	-813,241
CASH - HUNT-MERCHANT TRANSACTIONS	103,705.00	77,884.00	25,821
CASH-MMA-4380	0.00	938,021.00	-938,021
CASH - SAVINGS (STAR OHIO)	101,672.00	1,224,420.00	-1,122,748
CASH - HUNT-FSA ACCOUNT	31,246.00	28,184.00	3,062
CASH - FIFTH THIRD BANK	4,502,292.00	5,821,162.00	-1,318,870
HUNTINGTON CDAR'S	1,011,887.00	1,001,975.00	9,912
IMPREST FUND - COINS	984.00	781.00	204
IMPREST FUND - FINANCE	500.00	500.00	0
IMPREST FUND - CORNERSTONE	600.00	450.00	150
IMPREST FUND - MAINTENANCE	50.00	50.00	0
IMPREST FUND - BV	340.00	300.00	40
IMPREST FUND - ALLIANCE	250.00	250.00	0
IMPREST FUND - MASSILLON	300.00	0.00	300
IMPREST FUND - TVM	1,084.00	848.00	237
TOTAL CASH & EQUIVALENTS	7,804,314.00	11,934,280.00	-4,129,966
ACCOUNTS RECEIVABLE	192,617.00	144,011.00	48,606
PROJECT RECEIVABLE	514,837.00	310,754.00	204,083
ESTIMATED SALES TAX REC'V	5,035,052.00	4,845,145.00	189,907
TOTAL RECEIVABLES	5,742,506.00	5,299,911.00	442,595
INVENTORY - VEHICLE PARTS & SUPPLIES	88,054.00	352,449.00	-264,395
INVENTORY - DIESEL FUEL	24,033.00	18,207.00	5,826
INVENTORY - LUBRICANTS	88,311.00	56,226.00	32,086
INVENTORY - HYDROGEN	14,274.00	7,964.00	6,310
TOTAL INVENTORIES	214,672.00	434,846.00	-220,174
WIP - OTHER CAPITAL PROJECTS	4,945.00	0.00	4,945
WIP - GATEWAY RENOVATION	35,214.00	20,935.00	14,278
WIP - BUS PURCHASES	2,910,552.00	1,164,822.00	1,745,729
WIP - MAINTENANCE PROJECTS	34,677.00	0.00	34,677
WIP - IT PROJECTS	27,417.00	213,598.00	-186,181
WIP - BUILDING EXPANSION PROJECT	1,679,741.00	257,697.00	1,422,044
WIP - RESEARCH	4,289.00	2,661.00	1,628
WIP - WAYNE COUNTY	23,827.00	9,835.00	13,993
WIP - MASSILLON PROJECT	319,158.00	741,520.00	-422,362
WIP - CTE MHCOE HYDROGEN PROJECT	10,000.00	0.00	10,000
WIP - 5310 ENHANCED MOBILITY FOR DISABILITIES	18,192.00	17,925.00	267
WIP - FIXED ASSET CLEARING	21,179,695.00	8,892,430.00	12,287,265
TOTAL WORK IN PROCESS	26,247,706.00	11,321,423.00	14,926,283
LAND	2,562,013.00	2,537,013.00	25,000
BLDG & IMPROVEMENTS	21,122,660.00	21,040,100.00	82,560
30', 35' & 40' BUSES	38,322,008.00	38,302,471.00	19,537
LIGHT DUTY BUSES	10,652,160.00	10,644,467.00	7,694
AUTOS & PICKUPS	726,070.00	686,491.00	39,579
LIFE EXTENDING OVERHAULS	323,012.00	303,436.00	19,575
COMPUTER HARDWARE	814,762.00	744,863.00	69,899
SOFTWARE/MISC	2,083,373.00	1,982,135.00	101,238
FURNITURE & FIXTURES	105,212.00	105,212.00	0
ELECTRONICS	1,049,663.00	1,049,663.00	0
MACHINERY & EQUIPMENT	1,581,676.00	1,604,879.00	-23,203
SIGNS & SHELTERS	1,262,554.00	1,262,554.00	0
BUS M&E FAREBOXES RADIOS	5,694,482.00	5,615,619.00	78,863
TOTAL FIXED ASSETS	86,299,644.00	85,878,902.00	420,743
ACC DEPR - BLDG	-7,305,080.00	-6,776,196.00	-528,884
ACC DEPR - 30' 35' 40'	-20,111,605.00	-17,127,158.00	-2,984,447
ACC DEPR - LT DU	-5,303,599.00	-4,438,009.00	-865,590
ACC DEPR - AUTOS	-610,918.00	-558,016.00	-52,903



Stark Area Regional Transit Authority
Comparative Balance Sheet
For the Two Months Ending Thursday, February 29, 2024

	CURRENT YTD	LAST YTD	VARIANCE
ACC DEPR - OVERH	-133,884.00	-121,196.00	-12,688
ACC DEPR - HARDW	-527,083.00	-461,806.00	-65,277
ACC DEPR - FURN	-79,701.00	-71,962.00	-7,739
ACC DEPR - ELECT	-895,385.00	-817,397.00	-77,988
ACC DEPR - MACH	-1,348,828.00	-1,326,288.00	-22,540
ACC DEPR - SIGNS	-839,604.00	-619,160.00	-220,444
ACC DEPR - BUS M	-6,978,623.00	-6,916,898.00	-61,725
ACC AMORT - SOFTWARE & MISC ASSETS	-1,959,919.00	-1,897,532.00	-62,387
TOTAL ACC DEPR + AMORT	-46,094,229.00	-41,131,618.00	-4,962,611
NET CAPITAL ASSETS	40,205,415.00	44,747,283.00	-4,541,868
PREPAID INSURANCE	163,772.00	168,468.00	-4,696
OTHER PREPAID EXPENSES	711,983.00	641,327.00	70,656
PREPAID HEALTH INSURANCE	483,366.00	891,960.00	-408,593
NET OPEB ASSET	0.00	2,056,916.00	-2,056,916
NET PENSION ASSET	132,677.00	182,456.00	-49,779
DEFERRED OUTFLOW-OPEB	1,435,542.00	0.00	1,435,542
DEFERRED OUTFLOW OF RESOURCES	10,769,873.00	2,789,139.00	7,980,734
TOTAL OTHER ASSETS	13,697,213.00	6,730,266.00	6,966,947
TOTAL ASSETS	93,911,826.00	80,468,008.00	13,443,818
ACCOUNTS PAYABLE	2,557,227.00	430,563.00	2,126,664
ACCRUED PURCHASES	1,136,987.00	1,013,741.00	123,247
TOTAL ACCOUNTS PAYABLE	3,694,215.00	1,444,304.00	2,249,911
ACCRUED PAYROLL	689,651.00	677,002.00	12,649
ACCRUED PTO	1,124,065.00	1,099,417.00	24,649
ACCRUED SICK LEAVE	641,284.00	592,149.00	49,135
ACCRUED ANNIVERSARY & BIRTHDAY	60,136.00	96,185.00	-36,049
ACCRUED FED INCOME TAX WITHHELD	1,705.00	0.00	1,705
ACCRUED LOCAL TAX WITHHELD	-10.00	0.00	-10
ACCRUED MEDICARE - EMPLOYEES SHARE	11,088.00	10,904.00	183
ACCRUED MEDICARE - EMPLOYER SHARE	11,088.00	10,904.00	183
ACCRUED PERS-EMPLOYEES	95,371.00	94,307.00	1,065
ACCRUED PERS-EMPLOYER	157,878.00	156,013.00	1,865
ACCRUED BENEFITS - VDSTDTL	195,252.00	114,801.00	80,450
ACCRUED UNION BENEFITS - VDH	-17,471.00	-15,028.00	-2,443
MISCELLANEOUS DEDUCTION LIABILITY	4.00	4.00	0
YMCA DUES LIABILITY	3,182.00	4,368.00	-1,186
SUPPLEMENTAL INSURANCE LIAB	1,990.00	7,007.00	-5,017
EMPLOYEES DEF. COMPENSATION LIAB	0.00	40.00	-40
FLEXIBLE SPENDING LIABILITY	38,366.00	35,304.00	3,062
TOTAL PAYROLL LIABILITIES	3,013,579.00	2,883,377.00	130,201
OTHER CURR LIABILITIES-MISC	-282,912.00	-234,643.00	-48,269
INSURANCE-FTA LIABILT	9,800.00	437,289.00	-427,489
CURRENT LIAB.-FTA INTEREST	0.00	97,598.00	-97,598
NET OPEB LIABILITY	482,555.00	0.00	482,555
NET PENSION LIABILITY	23,228,813.00	5,873,034.00	17,355,779
DEFERRED INFLOWS-OPEB	169,217.00	2,165,666.00	-1,996,449
DEFERRED INFLOWS OF RESOURCES	119,312.00	7,427,715.00	-7,308,403
TOTAL OTHER LIABILITIES	23,726,786.00	15,766,659.00	7,960,126
TOTAL LIABILITIES	30,434,579.00	20,094,340.00	10,340,238
FEDERAL GOVT CAPITAL GRANT	7,277,936.00	7,277,936.00	0
STATE GOVT CAPITAL GRANT	656,930.00	656,930.00	0
NON-GOVT DONATIONS	217,429.00	217,429.00	0
UNRESTRICTED PENSION	-12,527,321.00	-12,413,602.00	-113,719
RESTRICTED OPERS PENSION	113,719.00	0.00	113,719
ACCUMULATED EARNINGS<LOSSES>	67,473,703.00	63,729,914.00	3,743,789



Stark Area Regional Transit Authority
Comparative Balance Sheet
For the Two Months Ending Thursday, February 29, 2024

	CURRENT YTD	LAST YTD	VARIANCE
NET REVENUE	264,852.00	905,061.00	-640,209
TOTAL LIABILITIES & ACCUMULATED EARNINGS	93,911,826.00	80,468,008.00	13,443,818



STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
For the Period Ending 2/29/2024

	February 2024 Actual	February 2024 Budget	February 2023 Prior Yr Actual	Jan 24-Dec 24 Actual	Jan 24-Dec 24 Budget	Jan 23 - Dec 23 Prior Yr Actual	-over/under Budget
CASH FARES	37,924	39,167	30,720	74,186	78,333	62,950	4,147
CASH FARES WAYNE COUNTY	28	500	236	163	1,000	553	837
SC CASH FARES	0	0	766	0	0	1,712	0
TVM CASH FARES	0	0	90	0	0	225	0
ADULT PASSES	23,075	24,500	15,669	62,077	49,000	33,122	-13,077
SC ADULT PASSES	0	0	4,486	0	0	8,701	0
TVM ADULT PASSES	0	0	1,218	0	0	2,424	0
FULL FARE TICKETS	19,390	20,833	17,578	35,326	41,667	28,814	6,341
SC FULL FARE TICKETS	0	0	314	0	0	714	0
TVM FULL FARE TICKETS	0	0	213	0	0	362	0
STUDENT PASSES	358	1,558	1,623	4,978	3,117	1,953	-1,861
SC STUDENT PASSES	0	0	83	0	0	220	0
SC PROLINE CASH FARES	0	0	5,632	0	0	11,590	0
PROLINE CASH FARES	9,301	10,000	2,608	17,753	20,000	5,402	2,247
REDUCED FARE TICKETS	287	458	644	533	917	1,191	383
SC REDUCED FARE TICKETS	0	0	11	0	0	17	0
TVM REDUCED FARE TICKETS	0	0	15	0	0	15	0
REDUCED FARE PASSES	7,020	7,250	2,948	14,303	14,500	5,918	198
SC REDUCED FARE PASSES	0	0	2,820	0	0	5,565	0
TVM REDUCED FARE PASSES	0	0	123	0	0	191	0
PROLINE TICKETS	677	4,333	5,472	1,463	8,667	11,054	7,204
SC PROLINE TICKETS	0	0	14	0	0	29	0
PROLINE PASSES	5,512	1,667	0	8,437	3,333	0	-5,104
SC PROLINE PASSES	0	0	923	0	0	1,665	0
CLEVELAND TICKETS	155	167	160	298	333	298	36
TOTAL PASSENGER FARES	103,726	110,433	94,361	219,515	220,867	184,684	1,352
CONTRACTED SERVICES	19,065	18,333	14,514	43,602	36,667	35,865	-6,935
WAYNE COUNTY SERVICES	5,670	13,333	12,061	11,775	26,667	23,785	14,892
VETERANS TRANSPORT FARES	0	5,833	0	0	11,667	0	11,667
SPECIAL SHUTTLE FARES	0	83	0	0	167	0	167
TOTAL SPECIAL TRANSIT	24,736	37,583	26,575	55,377	75,167	59,650	19,790
PROGRAM INCOME - ADVERTISING	4,373	6,250	4,193	12,045	12,500	7,989	455
PROGRAM INCOME - CONCESSIONS	116	108	100	272	217	100	-55
PROGRAM INCOME - BUS WASH	520	100	520	520	200	520	-320
SUBTOTAL PROGRAM INCOME	5,009	6,458	4,812	12,837	12,917	8,608	80
MISC TRANSP. REVENUE	0	167	7	0	333	13	333
TOTAL AUX TRANS REVENUE	0	167	7	0	333	13	333
INTEREST INCOME	11,654	17,500	8,880	26,216	35,000	20,780	8,784
TOTAL INTEREST & DISCOUNT REVENUE	11,654	17,500	8,880	26,216	35,000	20,780	8,784
DIESEL FUEL TAX REFUND	4,255	4,600	4,681	8,748	9,200	9,663	452
WAYNE COUNTY GASOLINE REFUND	1,072	1,575	1,175	1,967	3,150	2,410	1,183
STARK COUNTY GASOLINE REFUND	511	469	0	981	938	0	-44
CNG FUEL REFUND	232	500	15	421	1,000	620	579
CNG ROYALTIES	0	83	0	929	167	236	-762
CNG - UTILITY REIMBURSEMENT	1,039	1,667	987	2,312	3,333	1,905	1,021

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 2/29/2024

	<u>February 2024</u> <u>Actual</u>	<u>February 2024</u> <u>Budget</u>	<u>February 2023</u> <u>Prior Yr Actual</u>	<u>Jan 24-Dec 24</u> <u>Actual</u>	<u>Jan 24-Dec 24</u> <u>Budget</u>	<u>Jan 23 - Dec 23</u> <u>Prior Yr Actual</u>	<u>-over/under</u> <u>Budget</u>
MISC REV-NONTRANSPORTATION	6,077	11,083	342	46,215	22,167	993	-24,048
MISC REV-EXTRAORDINARY ITEM	75	50	0	75	100	125	25
TOTAL NON-TRANSPORTATION REVENUE	13,261	20,027	7,199	61,648	40,054	15,952	-21,594
SALES TAX REVENUE	1,376,076	1,656,117	1,596,920	2,971,541	3,228,080	3,111,311	256,538
TOTAL SALES TAX REVENUE	1,376,076	1,656,117	1,596,920	2,971,541	3,228,080	3,111,311	256,538
TOTAL REVENUES	1,534,462	1,848,286	1,738,755	3,347,134	3,612,417	3,400,999	265,283



STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
For the Period Ending 2/29/2024

	<u>February 2024 Actual</u>	<u>February 2024 Budget</u>	<u>February 2023 Prior Yr Actual</u>	<u>Jan 24-Dec 24 Actual</u>	<u>Jan 24-Dec 24 Budget</u>	<u>Jan 23 - Dec 23 Prior Yr Actual</u>	<u>-over/under Budget</u>
EXPENSES							
EXECUTIVE OFFICE							
EX - SAL & WAGES-FIXED	14,920	13,558	15,033	28,794	27,115	28,558	-1,679
EX - SAL & WAGES-PARATRANSIT	7,686	6,984	7,744	14,833	13,968	14,712	-865
EX - INCENTIVES	0	113	0	0	225	0	225
EX - MEDICARE TAX	308	369	299	630	738	607	108
EX - PERS	5,509	6,022	5,635	11,543	12,045	11,136	502
EX - HEALTH INSURANCE	3,963	3,158	-3,589	8,195	6,315	-925	-1,880
EX - LIFE INSURANCE	34	43	34	67	86	67	19
EX - STD INSURANCE	136	152	131	272	304	260	32
EX - VISION	28	71	28	55	142	55	86
EX - DENTAL	86	178	86	172	355	172	183
EX - WORKERS' COMP	180	393	132	324	786	267	461
EX - SICK LEAVE	0	1,215	339	1,608	2,431	339	823
EX - HOLIDAY,FUNERAL,OTHER	0	748	0	1,093	1,496	1,041	403
EX - PTO	349	3,803	362	1,769	7,607	1,751	5,838
EX - UNIFORMS	0	17	0	0	33	0	33
EX - YMCA & MISC BENEFITS	0	50	0	0	100	0	100
TOTAL EXECUTIVE OFFICES WAGES & BENEFITS	33,199	36,873	26,234	69,357	73,747	58,040	4,390
EX - ADVERTISING	6,750	83	0	6,750	167	0	-6,583
EX - PTS LEGAL-GENERAL	35,134	42,564	30,638	70,134	85,127	62,659	14,993
EX - CLINIC	8,676	8,333	7,200	20,838	16,667	14,400	-4,171
EX - CLINIC SUPPLIES	0	3,333	0	0	6,667	0	6,667
EX - LEGAL ADS	0	42	0	0	83	0	83
EX - TRAINING & TRAVEL EXPENSE	524	2,500	2,721	4,123	5,000	3,265	877
EX - EXPENDABLE ASSETS	0	83	0	0	167	0	167
TOTAL EXECUTIVE OFFICE	84,284	93,812	66,793	171,202	187,624	138,364	16,422
TRANSPORTATION							
TR - SAL & WAGES-FIXED	372,913	372,750	350,530	785,927	745,499	702,557	-40,428
TR - SAL & WAGES-PARATRANSIT	212,386	192,023	242,499	420,324	384,045	465,982	-36,279
TR - INCENTIVE	1,200	1,058	1,200	2,250	2,117	2,550	-133
TR - MEDICARE TAX	8,614	9,239	8,231	17,347	18,477	17,101	1,130
TR - PERS	142,894	143,358	148,648	301,786	286,716	296,366	-15,071
TR - HEALTH INSURANCE	271,785	228,932	-253,242	568,492	457,863	-85,005	-110,629
TR - LIFE INSURANCE	866	3,117	869	1,725	6,234	1,734	4,509
TR - STD INSURANCE	2,970	3,285	2,905	5,914	6,571	5,803	656
TR - DENTAL	10,095	12,666	9,296	20,260	25,332	18,824	5,072
TR - UNEMPLOYMENT	0	2,917	0	0	5,833	14,371	5,833
TR - WORKERS' COMP	12,802	9,350	9,151	23,198	18,699	18,257	-4,498
TR - HOLIDAY,FUNERAL,OTHER	2,383	16,082	3,351	26,023	32,163	28,159	6,140
TR - PTO	40,853	55,234	58,208	92,609	110,467	111,204	17,858
TR - UNIFORMS	4,559	4,167	4,453	15,288	8,333	18,471	-6,955
TR - YMCA & MISC BENEFITS	0	458	1,382	1,244	917	1,382	-327
TA - SAL & WAGES-FIXED	58,293	66,091	63,386	121,696	132,182	121,030	10,486

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
For the Period Ending 2/29/2024

	February 2024 Actual	February 2024 Budget	February 2023 Prior Yr Actual	Jan 24-Dec 24 Actual	Jan 24-Dec 24 Budget	Jan 23 - Dec 23 Prior Yr Actual	-over/under Budget
TA - SAL & WAGES-PARATRANSIT	30,030	34,047	32,653	62,692	68,094	62,349	5,402
TA - INCENTIVE	200	1,210	300	550	2,421	450	1,871
TA - MEDICARE TAX	1,359	1,674	1,350	2,683	3,348	2,639	665
TA - PERS	23,155	27,677	25,292	49,298	55,355	48,926	6,057
TA - HEALTH INSURANCE	35,668	33,156	-34,053	73,775	66,311	-10,042	-7,464
TA - LIFE INSURANCE	123	451	124	243	903	242	660
TA - STD INSURANCE	566	617	539	1,110	1,234	1,039	124
TA - VISION	259	744	259	508	1,487	499	979
TA - DENTAL	816	1,865	816	1,601	3,730	1,569	2,129
TA - WORKERS' COMP	1,623	1,785	1,255	2,937	3,570	2,454	633
TA - SICK LEAVE	1,906	5,701	2,539	3,956	11,402	4,433	7,447
TA - HOLIDAY,FUNERAL,OTHER	523	3,508	765	5,599	7,017	5,194	1,418
TA - PTO	5,527	11,677	5,738	10,916	23,353	10,403	12,438
TA - UNIFORMS	268	500	0	808	1,000	145	192
TA - YMCA & MISC BENEFITS	77	92	216	426	183	216	-243
TA - TRAINING & TRAVEL	3,648	1,250	333	5,126	2,500	5,082	-2,626
TOTAL TRANSPORTATION WAGES & BENEFITS	1,248,361	1,246,678	688,995	2,626,308	2,493,356	1,874,383	-132,952
TR - PTS-OTHER	2,567	3,333	2,333	5,133	6,667	7,197	1,533
TR - OFFICE SUPPLIES	0	167	2,191	0	333	2,358	333
TR - PRINTING	-49	167	3,007	7,471	333	6,202	-7,138
TR - LEGAL ADS	0	42	0	0	83	0	83
TR - EXPENDABLE ASSETS	0	458	0	426	917	0	491
TOTAL TRANSPORTATION	1,250,879	1,250,845	696,527	2,639,338	2,501,689	1,890,140	-137,649
MAINTENANCE							
MA - SAL & WAGES-FIXED	24,401	28,262	28,013	49,920	56,524	52,261	6,604
MA - SAL & WAGES-PARATRANSIT	12,570	14,559	14,431	25,717	29,119	26,922	3,402
MA - INCENTIVE	0	479	0	150	958	150	808
MA - MEDICARE TAX	588	739	590	1,195	1,477	1,150	282
MA - PERS	10,353	12,109	11,103	21,558	24,219	21,147	2,660
MA - HEALTH INSURANCE	17,911	12,631	-12,560	37,032	25,261	-3,238	-11,771
MA - LIFE INSURANCE	50	172	50	99	344	99	245
MA - STD INSURANCE	256	292	242	508	583	477	75
MA - VISION	123	283	123	246	567	246	321
MA - DENTAL	402	710	402	804	1,421	804	617
MA - WORKERS' COMP	811	790	462	1,460	1,580	936	120
MA - SICK LEAVE	4,962	2,523	358	7,288	5,046	665	-2,243
MA - HOLIDAY,FUNERAL,OTHER	275	1,552	428	2,444	3,105	2,561	661
MA - PTO	930	6,081	3,033	4,308	12,163	5,553	7,855
MA - TRAINING & TRAVEL EXPENSE	0	0	0	-54	0	0	54
MA - UNIFORMS	0	167	-125	-144	333	250	477
MA - YMCA & MISC BENEFITS	0	25	0	205	50	0	-155
MS - SAL & WAGES-FIXED	20,618	19,590	20,479	42,181	39,180	41,437	-3,001
MS - SAL & WAGES-PARATRANSIT	10,622	10,092	10,550	21,730	20,184	21,346	-1,546
MS - INCENTIVE	200	304	100	200	607	100	407

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
For the Period Ending 2/29/2024

	February 2024 Actual	February 2024 Budget	February 2023 Prior Yr Actual	Jan 24-Dec 24 Actual	Jan 24-Dec 24 Budget	Jan 23 - Dec 23 Prior Yr Actual	-over/under Budget
MS - MEDICARE TAX	443	488	409	873	976	828	102
MS - PERS	7,438	7,501	7,537	15,691	15,001	15,408	-690
MS - HEALTH INSURANCE	15,352	12,631	-14,943	31,781	25,261	-4,788	-6,519
MS - LIFE INSURANCE	55	172	46	111	344	88	233
MS - STD INSURANCE	192	180	151	384	360	291	-24
MS - DENTAL	567	699	550	1,133	1,398	1,118	264
MS - WORKERS' COMP	721	522	528	1,298	1,044	1,069	-254
MS - HOLIDAY,FUNERAL,OTHER	0	898	0	1,539	1,795	934	256
MS - PTO	1,539	2,757	1,680	3,654	5,513	2,614	1,859
MS - UNIFORMS	68	1,067	1,750	1,210	2,133	2,127	923
MS - YMCA & MISC BENEFITS	0	21	0	0	42	0	42
MT - SAL & WAGES-FIXED	53,931	53,495	53,627	100,464	106,989	102,229	6,525
MT - SAL & WAGES-PARATRANSIT	27,783	27,558	27,626	51,754	55,116	52,663	3,362
MT - INCENTIVE	0	651	0	0	1,301	0	1,301
MT - MEDICARE TAX	882	1,325	1,048	1,833	2,651	2,178	817
MT - PERS	20,068	20,384	20,388	38,239	40,768	39,607	2,529
MT - HEALTH INSURANCE	28,743	26,840	-26,197	55,366	53,681	-7,141	-1,686
MT - LIFE INSURANCE	82	365	96	165	731	192	566
MT - STD INSURANCE	352	442	396	705	885	791	180
MT - DENTAL	921	1,485	1,063	1,842	2,970	2,090	1,128
MT - WORKERS' COMP	1,352	1,341	906	2,272	2,681	1,920	409
MT - HOLIDAY	0	2,308	251	2,594	4,616	2,644	2,022
MT - PTO	4,496	7,236	6,452	9,325	14,471	11,846	5,146
MT - UNIFORMS	762	1,600	2,726	4,353	3,200	3,731	-1,153
MT - YMCA & MISC BENEFITS	0	21	127	59	42	127	-17
MT - TOOLS	0	642	6,557	500	1,283	7,057	783
MBGE - SAL & WAGES-FIXED	10,135	12,526	9,676	19,725	25,052	18,629	5,326
MBGE - SAL & WAGES-PARATRANSIT	5,221	6,453	4,985	10,162	12,905	9,597	2,744
MBGE - INCENTIVE	150	233	100	150	467	250	317
MBGE - MEDICARE TAX	224	316	228	447	632	470	185
MBGE - PERS	4,105	5,176	4,258	8,479	10,352	8,405	1,873
MBGE - HEALTH INSURANCE	7,849	7,894	-7,254	16,256	15,788	-2,004	-467
MBGE - LIFE INSURANCE	27	107	27	51	215	53	164
MBGE - STD INSURANCE	100	109	96	186	219	191	33
MBGE - VISION	66	177	55	122	354	110	232
MBGE - DENTAL	212	622	172	393	1,243	345	850
MBGE - WORKERS' COMP	361	338	283	649	675	572	26
MBGE - SICK LEAVE	508	1,078	782	653	2,157	963	1,503
MBGE - HOLIDAY,FUNERAL,OTHER	201	664	195	1,410	1,327	1,526	-83
MBGE - PTO	890	1,925	2,004	3,231	3,849	4,054	619
MBGE - UNIFORMS	140	396	602	193	792	685	599
MBGE - YMCA & MISC BENEFITS	0	42	0	23	83	0	60
TOTAL MAINTENANCE WAGES & BENEFITS	301,007	322,041	186,661	606,119	644,082	456,337	37,963
M - TEMPORARY HELP	1,137	2,500	1,847	1,336	5,000	3,996	3,664
M - CMS SERVICING REVENUE VEHICLES	0	8	0	0	17	0	17

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
For the Period Ending 2/29/2024

	February 2024 Actual	February 2024 Budget	February 2023 Prior Yr Actual	Jan 24-Dec 24 Actual	Jan 24-Dec 24 Budget	Jan 23 - Dec 23 Prior Yr Actual	-over/under Budget
M - CMS REV VEH-FIXED	3,155	14,583	44,195	12,600	29,167	47,858	16,566
M - CMS REV VEH-PARATRANSIT	2,587	833	17,344	6,302	1,667	28,397	-4,635
M - CMS-NON REV VEHICLES	0	417	0	8,309	833	0	-7,476
M - CMS-FAREBOX PARTS-FIXED	0	833	0	0	1,667	1,535	1,667
M - CMS-BLDG GRND. & EQUIPMENT	12,398	16,667	7,172	17,103	33,333	16,583	16,230
M - CMS-RADIO EQUIP-FIXED	0	1,667	68	0	3,333	3,100	3,333
M - CMS-RADIO EQUIP-PARATRANSIT	0	417	129	0	833	1,691	833
M - CMS-SECURITY SYSTEM	0	417	0	0	833	0	833
M - CMS - CNG FUELING STATION	21,100	20,417	23,248	41,062	40,833	24,206	-228
M - CMS - HYDROGEN FUELING STATION	14,327	18,958	11,375	26,517	37,917	43,989	11,399
M - DIESEL FUEL-FIXED	12,177	20,625	16,205	44,359	41,250	48,031	-3,109
M - DIESEL FUEL-PARATRANSIT	13,765	10,625	14,457	38,230	21,250	36,393	-16,980
M - LUBRICANTS-FIXED	922	1,750	1,259	3,081	3,500	2,853	419
M - LUBRICANTS-PARATRANSIT	897	1,000	256	1,756	2,000	682	244
M - FUEL TAX EXP-FIXED	694	1,000	856	1,455	2,000	1,810	545
M - FUEL TAX EXP-PARATRANSIT	1,923	2,250	2,022	3,923	4,500	4,130	577
M - CNG FUEL-FIXED	18,184	25,208	26,931	35,459	50,417	52,856	14,957
M - CNG FUEL-PARATRANSIT	3,612	16,042	13,910	7,578	32,083	29,071	24,506
M - CNG FUEL SUPPORT VEHICLES	0	83	88	0	167	117	167
M - CNG FUEL PUBLIC	445	1,000	417	878	2,000	850	1,122
M - HYDROGEN-FIXED	46,631	55,467	36,132	94,878	110,933	75,952	16,056
M - HYDROGEN-PARA	6,512	7,300	5,553	10,288	14,600	8,175	4,312
M - WAYNE COUNTY FUEL	9,420	10,387	12,116	16,581	20,773	23,660	4,192
M - PARA GAS	4,379	5,125	0	8,253	10,250	0	1,997
M - FUEL & LUBE-COMPANY VEHICLES	4,054	5,417	7,209	8,254	10,833	12,371	2,579
M - TIRES & TUBES-FIXED	16,595	15,000	13,909	37,280	30,000	26,019	-7,280
M - TIRES & TUBES-PARATRANSIT	2,097	2,500	1,474	7,868	5,000	4,783	-2,868
M - TIRES SUPPORT VEHICLES	2,160	583	1,252	2,452	1,167	1,252	-1,286
M - OMS-SUPPLIES	6,630	10,750	11,091	19,103	21,500	20,136	2,397
M - FREIGHT	1,578	1,417	708	2,777	2,833	2,551	56
M - INSP & REPAIR-FIXED	64,694	50,000	66,891	121,219	100,000	124,865	-21,219
M - INSP & REPAIR-PARATRANSIT	43,561	41,667	42,574	77,988	83,333	82,337	5,346
M - INSP & REPAIR-CO. VEHICLES	3,299	4,167	17,815	4,824	8,333	19,485	3,509
M - OMS-MAINT EQUIPMENT	3,887	3,917	3,982	19,705	7,833	9,877	-11,872
M - OMS FIXED ROUTE	789	2,500	1,972	4,193	5,000	5,326	807
M - OMS PARATRANSIT	276	12,500	3,177	953	25,000	14,290	24,047
M - CORE CHARGES/CREDITS	681	1,000	555	-11,472	2,000	1,864	13,472
M - OMS-COMPANY VEHICLES	569	417	106	2,709	833	128	-1,876
M - FAREBOX PARTS-FIXED	442	1,667	0	642	3,333	43	2,691
M - FAREBOX PARTS-PARATRANSIT	243	217	0	342	433	57	91
M - COMMUNICATIONS MODEMS AVAIL	4,210	3,750	2,930	8,362	7,500	6,222	-862
M - BLDG & GROUNDS OMS	707	10,000	12,586	1,239	20,000	24,321	18,761
M - LABOR INSURANCE REC-3RD PARTY	0	-42	0	0	-83	0	-83
M - OMS INSURANCE REC-3RD PARTY	0	-167	0	0	-333	0	-333
M - PROPERTY INSURANCE	8,815	8,815	6,257	17,631	17,631	12,406	0

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STARK AREA REGIONAL TRANSIT AUTHORITY
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	February 2024 Actual	February 2024 Budget	February 2023 Prior Yr Actual	Jan 24-Dec 24 Actual	Jan 24-Dec 24 Budget	Jan 23 - Dec 23 Prior Yr Actual	-over/under Budget
M - OMS INSURANCE REC-OTRP	0	-3,333	0	0	-6,667	-100	-6,667
M - LABOR INSURANCE REC-OTRP	0	-1,250	-150	0	-2,500	-150	-2,500
M - TRAINING & TRAVEL EXPENSE	0	833	69	0	1,667	1,657	1,667
M - DUES & SUBSCRIPTIONS	1,180	1,500	5,240	3,158	3,000	5,240	-158
M - EXPENDABLE ASSETS	0	167	4,707	0	333	4,707	333
TOTAL MAINTENANCE	641,737	731,609	626,593	1,315,295	1,463,219	1,291,957	147,924
FINANCE							
FIN - SAL & WAGES-FIXED	23,356	24,251	25,695	49,599	48,501	49,568	-1,098
FIN - SAL & WAGES-PARATRANSIT	12,032	12,493	13,237	25,551	24,985	25,535	-566
FIN - MEDICARE TAX	549	615	545	1,089	1,230	1,060	141
FIN - INCENTIVE	200	400	-50	200	800	-50	600
FIN - PERS	9,820	10,081	10,276	20,522	20,163	19,812	-359
FIN - HEALTH INSURANCE	13,871	11,052	-12,560	28,683	22,104	-3,237	-6,579
FIN - LIFE INSURANCE	50	150	50	99	301	99	202
FIN - STD INSURANCE	242	266	229	479	532	453	53
FIN - VISION	123	248	123	246	496	246	250
FIN - DENTAL	402	622	402	804	1,243	804	440
FIN - WORKERS' COMP	631	657	462	1,135	1,315	936	180
FIN - SICK LEAVE	2,546	2,100	1,342	3,125	4,201	2,535	1,076
FIN - HOLIDAY,FUNERAL,OTHER	471	1,292	252	2,667	2,585	2,292	-82
FIN - PTO	2,309	3,970	2,089	4,365	7,939	2,421	3,574
FIN - UNIFORMS	0	58	0	0	117	0	117
FIN - YMCA & MISC BENEFITS	61	67	229	400	133	229	-267
TOTAL FINANCE WAGES & BENEFITS	66,663	68,322	42,320	138,964	136,644	102,702	-2,320
FIN - SOFTWARE SERVICE	0	42	0	0	83	0	83
FIN - PTS OTHER	1,989	6,250	6,410	10,317	12,500	8,436	2,183
FIN - TEMPORARY HELP	0	1,250	0	0	2,500	0	2,500
FIN - OFFICE SUPPLIES	0	208	7	0	417	164	417
FIN - PRINTING	0	6	0	0	13	0	13
FIN - DUES & SUBSCRIPTIONS	1,078	708	669	2,285	1,417	1,337	-869
FIN - LEGAL ADS	0	250	0	0	500	0	500
FIN - TRAINING & TRAVEL EXPENSE	0	2,500	600	452	5,000	605	4,548
FIN - EXPENDABLE ASSETS	0	167	0	160	333	0	173
TOTAL FINANCE	69,730	79,703	50,006	152,179	159,407	113,244	7,228
INFORMATION TECHNOLOGY							
IT - SAL & WAGES-FIXED	12,963	14,261	13,552	25,670	28,523	25,857	2,853
IT - SAL & WAGES-PARATRANSIT	6,678	7,347	6,981	13,224	14,694	13,320	1,470
IT - MEDICARE TAX	277	365	278	556	730	535	174
IT - INCENTIVE	0	242	0	0	483	0	483
IT - PERS	4,944	5,985	5,205	10,359	11,970	10,057	1,611
IT - HEALTH INSURANCE	5,945	6,315	-5,383	12,293	12,631	-1,387	338
IT - LIFE INSURANCE	22	86	22	43	172	43	129

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	February 2024 Actual	February 2024 Budget	February 2023 Prior Yr Actual	Jan 24-Dec 24 Actual	Jan 24-Dec 24 Budget	Jan 23 - Dec 23 Prior Yr Actual	-over/under Budget
IT - STD INSURANCE	122	204	116	243	408	231	165
IT - VISION	57	142	57	114	283	114	169
IT - DENTAL	189	355	189	379	710	379	332
IT - WORKERS' COMP	270	390	198	487	781	401	294
IT - SICK LEAVE	175	1,247	914	2,098	2,494	1,633	396
IT - HOLIDAY,FUNERAL,OTHER	0	767	0	981	1,535	626	554
IT - PTO	785	2,562	239	1,191	5,124	469	3,934
IT - UNIFORMS	0	33	0	0	67	-68	67
IT - YMCA & MISC BENEFITS	0	50	177	205	100	177	-105
TOTAL INFORMATION TECHNOLOGY WAGES & BENEFITS	32,427	40,352	22,545	67,842	80,704	52,389	12,862
IT - HARDWARE SERVICE CONTRACTS	11,775	14,583	8,510	23,551	29,167	20,400	5,616
IT - SOFTWARE SERVICE CONTRACTS	18,910	22,917	19,159	39,370	45,833	37,282	6,464
IT - PTS-OTHER	0	417	-1,239	0	833	-2,280	833
IT - EXPENDABLE ASSETS & SOFTWARE	2,049	3,333	2,081	2,049	6,667	4,161	4,618
IT - DUES & SUBSCRIPTIONS	3,736	458	252	3,903	917	503	-2,987
IT - LEGAL ADS	0	42	0	0	83	0	83
IT - TRAINING EXPENSE	978	2,083	0	678	4,167	3,166	3,488
TOTAL INFORMATION TECHNOLOGY	69,875	84,185	51,307	137,393	168,371	115,621	30,978
BOARD							
CUSTOMER RELATIONS							
CR - SAL & WAGES-FIXED	46,938	44,914	41,700	93,278	89,827	76,106	-3,451
CR - SAL & WAGES-PARATRANSIT	24,180	23,137	21,482	48,060	46,275	39,206	-1,785
CR - MEDICARE TAX	1,100	1,150	856	2,156	2,300	1,687	144
CR - INCENTIVE	0	1,129	0	100	2,258	0	2,158
CR - PERS	19,542	18,764	16,825	40,637	37,528	31,519	-3,109
CR - HEALTH INSURANCE	37,650	28,419	-28,632	77,854	56,838	-10,026	-21,016
CR - LIFE INSURANCE	132	387	105	263	774	210	511
CR - STD INSURANCE	478	438	357	945	877	701	-68
CR - VISION	278	637	254	556	1,275	508	719
CR - DENTAL	879	1,599	827	1,759	3,197	1,654	1,439
CR - WORKERS' COMP	1,713	1,224	1,038	3,082	2,448	1,929	-634
CR - SICK LEAVE	1,435	3,909	1,840	5,570	7,818	4,813	2,248
CR - HOLIDAY	173	2,406	0	3,769	4,811	2,569	1,042
CR - PTO	8,699	7,727	5,082	18,529	15,453	8,634	-3,076
CR - UNIFORMS	0	283	0	0	567	-84	567
CR - YMCA & MISC BENEFITS	0	67	328	342	133	328	-208
TOTAL CUSTOMER RELATIONS WAGES & BENEFITS	143,197	136,190	62,060	296,901	272,380	159,752	-24,521
CR - PTS OTHER	17,379	24,167	4,200	41,076	48,333	30,284	7,257
CR - TRAVEL TRAINER	0	417	0	0	833	0	833
CR - OFFICE SUPPLIES	0	0	0	0	0	66	0
CR - PRINTING	198	5,833	12,838	198	11,667	12,909	11,468
CR - DUES & SUBSCRIPTIONS	2,702	2,500	621	3,578	5,000	1,241	1,422
CR - TRAINING & TRAVEL EXPENSE	2,531	2,917	1,351	4,910	5,833	4,115	924

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CR - ADVERTISING	33,100	30,833	64,994	54,102	61,667	87,352	7,565
CR - EVENTS	141	2,083	3,977	141	4,167	14,597	4,026
CR - PROMOTIONAL MATERIALS	5,714	5,417	1,142	6,905	10,833	1,142	3,929
CR - LEGAL ADS	0	333	0	0	667	0	667
CR - EXPENDABLE ASSETS	447	417	1,083	447	833	1,778	386
TOTAL CUSTOMER RELATIONS	205,409	211,106	152,266	408,258	422,213	313,236	13,955
HUMAN RESOURCE							
HR - SAL & WAGES-FIXED	19,554	20,349	22,297	38,171	40,697	41,758	2,527
HR - SAL & WAGES-PARATRANSIT	10,073	10,483	11,486	19,664	20,965	21,512	1,302
HR - MEDICARE TAX	449	522	456	921	1,043	918	123
HR - PERS	8,210	8,554	8,661	16,668	17,108	16,737	439
HR - INCENTIVE	0	342	0	0	683	250	683
HR - HEALTH INSURANCE	11,889	9,473	-10,766	24,585	18,946	-1,404	-5,639
HR - LIFE INSURANCE	43	129	42	86	258	85	172
HR - STD INSURANCE	205	255	194	406	511	384	104
HR - VISION	114	212	104	223	425	208	202
HR - DENTAL	379	533	339	737	1,066	677	328
HR - WORKERS' COMP	541	558	434	973	1,116	963	142
HR - SICK LEAVE	901	1,782	1,119	4,723	3,564	1,970	-1,159
HR - HOLIDAY,FUNERAL,OTHER	564	1,097	228	2,282	2,193	1,752	-89
HR - PTO	2,184	3,713	957	3,680	7,425	2,745	3,745
HR - UNIFORMS	0	50	0	0	100	0	100
HR - TUITION REIMBURSEMENT	0	1,250	5,250	0	2,500	5,250	2,500
HR - YMCA & MISC BENEFITS	0	25	78	0	50	78	50
TOTAL HUMAN RESOURCES WAGES & BENEFITS	55,106	59,325	40,879	113,120	118,651	93,883	5,530
HR - PTS-OTHER	6,950	6,592	3,243	15,772	13,183	6,158	-2,589
HR - PRINTING	17	42	0	17	83	0	66
HR - OFFICE SUPPLIES	50	42	12	50	83	32	34
HR - DUES & SUBSCRIPTIONS	0	208	0	229	417	229	188
HR - LEGAL ADS	0	42	0	0	83	0	83
HR - EMPLOYEE RELATIONS	5,080	1,667	4,422	11,352	3,333	10,363	-8,019
HR - WELLNESS PROGRAM	0	2,500	2,550	-100	5,000	2,500	5,100
HR - TRAINING & TRAVEL EXPENSE	4,314	2,500	976	5,130	5,000	4,927	-130
HR - AGENCY TRAINING	230	1,667	0	4,950	3,333	0	-1,617
HR - EXPENDABLE ASSETS	0	167	0	0	333	387	333
TOTAL HUMAN RESOURCE	71,747	74,750	52,082	150,521	149,501	118,478	-1,020
GENERAL							
GEN - LEGAL ADS	0	42	0	0	83	0	83
GEN - PTS-OTHER	56,129	16,035	11,916	82,367	32,070	12,954	-50,297
GEN - SECURITY SERVICES	25,834	21,969	22,435	48,229	43,938	28,582	-4,292
GEN - OFFICE EXPENSES	-2,465	4,802	2,704	7,646	9,604	8,319	1,958
GEN - OFFICE EXPENSE-IT	0	250	0	446	500	591	54
GEN - EXPENDABLE ASSETS	0	250	0	0	500	0	500

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GEN - UTILITIES-ELECTRIC	26,586	22,030	36,346	42,018	44,060	54,428	2,042
GEN - UTILITIES-ELECTRIC - CNG	15,422	12,500	9,283	30,559	25,000	18,780	-5,559
GEN - UTILITIES-OTHER	2,954	3,333	3,300	4,869	6,667	5,545	1,797
GEN - UTILITIES-TELEPHONE	5,198	7,675	7,224	14,641	15,350	15,576	708
GEN - UTILITIES-TELEPHONE - CNG	245	250	230	489	500	458	11
GEN - UTILITIES-NATURAL GAS	12,548	18,035	20,279	24,641	36,069	43,228	11,428
PREM FOR PUBLIC LIAB & PROPERTY DAMAGE	40,372	34,205	40,480	80,744	68,411	80,852	-12,333
PREM FOR EXCESS INSURANCE	13,745	13,307	6,769	27,489	26,614	13,430	-875
GEN - PAYOUTS-DEDUCTIBLES	0	1,750	0	0	3,500	0	3,500
GEN - PROPERTY TAXES	2	333	1,419	1,476	667	4,326	-810
GEN - DUES & SUBSCRIPTIONS	8,076	8,398	5,815	16,903	16,797	12,732	-106
GEN - BAD DEBT EXPENSE	0	250	0	0	500	0	500
GEN - MISC ACCOUNT CORRECTIONS	0	0	24,080	0	0	24,080	0
GEN - SAFETY	1,336	920	9,664	994	1,841	10,317	847
GEN - FEES	2,910	2,083	1,773	5,945	4,167	4,196	-1,778
GEN - FEES CREDIT CARD	3,112	3,333	3,995	6,541	6,667	5,294	126
GEN - ADVERTISING COMMISSION	0	0	-2,258	0	0	-4,302	0
GEN - ADVERTISING	0	667	-642	0	1,333	-13,392	1,333
GEN - SALES TAX COLLECTION EXPENSE	15,728	16,667	15,969	31,166	33,333	31,113	2,167
GEN - POSTAGE	455	417	238	865	833	862	-32
GEN - MISCELLANEOUS	213	208	0	213	417	0	203
GEN - CTE RFHCC	0	6,667	0	0	13,333	0	13,333
SUBGRANTEE - 5310 ENHANCED MOBILITY	70,323	47,648	0	111,863	95,296	236,771	-16,567
SUBGRANTEE - WAYNE COUNTY	0	0	0	0	0	793	0
SUBGRANTEE - RESEARCH	37,339	73,185	41,329	174,179	73,550	63,254	-100,629
GEN - LEASE & RENT	0	0	3,501	3,501	0	6,151	-3,501
TOTAL GENERAL EXPENSES	336,059	317,209	265,852	717,785	561,597	664,939	-156,188
TOTAL EXPENSES	2,729,721	2,843,220	1,961,425	5,691,970	5,613,620	4,645,980	-78,349
OPERATING INCOME (LOSS) EXCLUDING PREVENTIVE MAINTENANCE GRANTS	-1,195,259	-994,934	-222,670	-2,344,836	-2,001,203	-1,244,981	343,633
RESTRICTED REVENUE FROM CAPITAL GRANTS							
TOTAL LOCAL CASH GRANTS							
SCG - OPERATING	0	166,667	0	0	333,333	252,825	333,333
STATE CAPITAL GRANTS	0	68,925	91,960	107,022	137,850	91,960	30,829
TOTAL STATE GRANTS	0	235,592	91,960	107,022	471,184	344,785	364,162
FG - 5310 ENHANCED MOBILITY	70,324	54,315	2,503	133,135	108,630	239,274	-24,506
FG - PLANNING	0	4,439	64,307	0	8,879	64,307	8,879
FCG - PREVENTIVE MAINTENANCE	415,131	453,645	0	861,554	907,290	0	45,736
FEDERAL GRANTS	22,573	450,568	1,778,302	726,418	901,136	1,782,897	174,718
FEDERAL GRANTS-OTHER	28,498	73,185	32,433	156,538	146,370	43,343	-10,169
FEDERAL CAPITAL GRANTS	1,147,215	931,528	420,262	1,550,599	1,863,056	698,921	312,457
TOTAL FEDERAL GRANTS	1,683,741	1,967,680	2,297,807	3,428,244	3,935,359	2,828,742	507,115
TOTAL GRANTS	1,683,741	2,203,271	2,389,767	3,535,266	4,406,543	3,173,527	871,277

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	<u>February 2024 Actual</u>	<u>February 2024 Budget</u>	<u>February 2023 Prior Yr Actual</u>	<u>Jan 24-Dec 24 Actual</u>	<u>Jan 24-Dec 24 Budget</u>	<u>Jan 23 - Dec 23 Prior Yr Actual</u>	<u>-over/under Budget</u>
DEPRECIATION & AMORTIZATION							
DEPRECIATION EXP-GRANTS	405,219	458,333	417,888	810,750	916,667	837,579	105,917
DEPRECIATION EXP-LOCAL MATCH	60,805	83,333	62,497	121,801	166,667	125,263	44,866
GENERAL AMORTIZATION	4,727	20,833	2,280	9,454	41,667	4,561	32,213
TOTAL DEPRECIATION & AMORTIZATION	470,752	562,500	482,665	942,005	1,125,000	967,403	182,995
 GAIN/LOSS ON DISPOSAL	 8,769	 5,000	 37,390	 8,769	 5,371	 49,788	 -3,398
GEN - SETTLEMENTS/LOSSES	-4,380	0	13,608	-25,196	0	-162	25,196
TOTAL GAIN/LOSS ON DISPOSAL OF ASSETS	4,390	5,000	50,998	-16,426	5,371	49,626	21,797
 NET INCOME AFTER DEPRECIATION,AMORTIZATION...	 13,341	 640,837	 1,633,433	 264,852	 1,274,968	 911,517	 1,010,117



Stark Area Regional Transit Authority
Summary Income Statement
For the Two Months Ending Thursday, February 29, 2024

	<u>2024</u>	<u>2023</u>
TOTAL FARES	274,892	244,334
TOTAL PROGRAM INCOME	12,837	8,608
TOTAL AUX TRANS REVENUE	0	13
TOTAL INTEREST & DISCOUNT REVENUE	26,216	20,780
TOTAL NON-TRANSPORTATION REVENUE	61,648	15,952
<u>TOTAL SALES TAX REVENUE</u>	<u>2,971,541</u>	<u>3,111,311</u>
TOTAL REVENUES	3,347,134	3,400,999
TOTAL WAGES	2,302,132	2,241,476
TOTAL HEALTH	934,312	-129,195
TOTAL PERS & BENEFITS	677,095	674,873
PROFESSIONAL SERVICES - LEGAL	70,134	62,659
PROFESSIONAL SERVICES - OTHER	175,503	77,148
MATERIALS	412,078	510,665
SUPPLIES	124,815	133,784
FUEL	269,595	291,009
UTILITIES	117,218	138,014
CASUALTY & LIABILITY INSURANCE	125,863	106,688
FUEL TAX	5,378	5,941
DUES & SUBSCRIPTIONS	30,056	21,282
ADVERTISING	67,897	85,398
TRAINING	25,315	22,817
LEGAL ADS	0	0
EXPENDABLE ASSETS	3,082	11,034
TUITION REIMBURSEMENT	0	5,250
WELLNESS	-100	2,500
SECURITY/SAFETY	49,223	38,899
LEASES & RENTS	3,501	6,151
EMPLOYEE RELATIONS	11,352	10,363
BOARD	0	0
GENERAL EXPENSES	1,476	28,406
<u>SUBGRANTEE</u>	<u>286,042</u>	<u>300,819</u>
TOTAL EXPENSES	5,691,970	4,645,980
OPERATING INCOME (LOSS) EXCLUDING	-2,344,836	-1,244,981
TOTAL STATE GRANTS	107,022	344,785
<u>TOTAL FEDERAL GRANTS</u>	<u>3,428,244</u>	<u>2,828,742</u>
TOTAL GRANTS	3,535,266	3,173,527
TOTAL DEPRECIATION & AMORTIZATION	942,005	967,403
TOTAL GAIN/LOSS ON DISPOSAL OF ASSETS	-16,426	49,626
NET INCOME AFTER DEPRECIATION,AMORTIZATION & DISPOSALS	264,852	911,517



FEBRUARY CHECKS BY VENDOR

Document Date	Document Number	Vendor Name	Vendor ID	Document Amount
2/26/2024	95740	AEP OHIO	AEPO001	\$ 34,685.40
2/15/2024	95714	ALLEGHENY SCIENCE AND TECH	ALLE001	\$ 30,306.27
2/15/2024	95715	ALLIANCE WATER UTILITY	ALLI004	\$ 210.98
2/26/2024	95741	AMAZON	AMAZ001	\$ 6,030.85
2/15/2024	95716	AQUA OHIO INC	AQUA001	\$ 24.10
2/15/2024	95717	BAKER MEDIA GROUP LLC	BAKE002	\$ 890.00
2/26/2024	95742	BALLARD POWER SYSTEMS INC	BALL002	\$ 5,275.00
2/15/2024	95718	BIG TIME SPORTS	BIGT002	\$ 450.00
2/15/2024	95719	BUCKEYE COUNCIL #436	BUCK007	\$ 600.00
2/15/2024	95720	CANTON CITY UTILITIES	CANT011	\$ 1,503.54
2/15/2024	95721	CANTON MUNICIPAL COURT	CANT020	\$ 350.00
2/26/2024	95743	CASH - MASSILLON CASH	CASH001	\$ 300.00
2/15/2024	95722	CASH - PETTY CASH	CASH001	\$ 257.12
2/15/2024	95724	CENTER FOR MARKETING/OPINION RES.	CMOR001	\$ 6,750.00
2/15/2024	95723	CFIS GROUP	CFIS001	\$ 1,313.26
2/15/2024	95725	DIVISION OF INDUST COMPLI	DIVI001	\$ 330.25

2/15/2024	95726 DOMESTIC VIOLENCE PROJECT INC	DOME002	\$	1,000.00
2/15/2024	95727 DOMINION EAST OHIO	DOMI001	\$	13,319.34
2/15/2024	95728 FIFTH THIRD BANK	FIFT003	\$	41,035.22
2/14/2024	95713 GILLIG LLC	GILL001	\$	610,672.00
2/26/2024	95744 GREAT LAKES PUBLISHING CO	GREAO11	\$	1,733.00
2/15/2024	95736 GREENSHADES	SHAD001	\$	405.15
2/15/2024	95729 IBI GROUP	IBIG001	\$	4,092.48
2/26/2024	95745 INTERSTATE GAS SUPPLY INC	IGS001	\$	21,347.02
2/15/2024	95731 Legacy Roofing Services	LEGA005	\$	448.00
2/15/2024	95730 LEGAL SHIELD	LEGA003	\$	628.30
2/15/2024	95732 LIBERTY FORD	LIBE003	\$	1,712.00
2/26/2024	95746 LIBERTY FORD	LIBE003	\$	1,546.53
2/14/2024	95712 NEW FLYER OF AMERICA INC	NEWF002	\$	979,279.26
2/15/2024	95733 OHIO EDISON	OHIO011	\$	725.03
2/26/2024	95747 OHIO EDISON	OHIO011	\$	1,826.30
2/15/2024	95734 PROGRESSIVE CHEVROLET	PROG002	\$	1,249.08
2/26/2024	95748 PROGRESSIVE CHEVROLET	PROG002	\$	586.68
2/26/2024	95749 PROGRESSIVE CHRYSLER JEEP DODGE INC	PROG003	\$	1,047.51
2/26/2024	95750 PROTECH SECURITY INC	PROT003	\$	61.60
2/15/2024	95735 PROVIDE A RIDE- FUTURE AGE	PROV002	\$	1,800.00
2/26/2024	95751 ROYAL PUBLISHING INC	ROYA004	\$	295.00
2/15/2024	95737 STANDARD INS CO	STAN005	\$	1,589.08
2/15/2024	95738 STARK COUNTY TREASURER	STAR012	\$	2.00
2/15/2024	95739 STARK CTY REGIONAL PLANNING COMM	STAR039	\$	129.00
2/26/2024	95752 VERIZON WIRELESS	VERI001	\$	2,612.39



FEBRUARY CHECKS BY DATE

Document Date	Document Number	Vendor Name	Vendor ID	Document Amount
2/14/2024	095713	GILLIG LLC	GILL001	\$ 610,672.00
2/14/2024	095712	NEW FLYER OF AMERICA INC	NEWF002	\$ 979,279.26
2/15/2024	095729	IBI GROUP	IBIG001	\$ 4,092.48
2/15/2024	095725	DIVISION OF INDUST COMPLI	DIVI001	\$ 330.25
2/15/2024	095718	BIG TIME SPORTS	BIGT002	\$ 450.00
2/15/2024	095719	BUCKEYE COUNCIL #436	BUCK007	\$ 600.00
2/15/2024	095721	CANTON MUNICIPAL COURT	CANT020	\$ 350.00
2/15/2024	095723	CFIS GROUP	CFIS001	\$ 1,313.26
2/15/2024	095726	DOMESTIC VIOLENCE PROJECT INC	DOME002	\$ 1,000.00
2/15/2024	095727	DOMINION EAST OHIO	DOMI001	\$ 13,319.34
2/15/2024	095728	FIFTH THIRD BANK	FIFT003	\$ 41,035.22
2/15/2024	095736	GREENSHADES	SHAD001	\$ 405.15
2/15/2024	095734	PROGRESSIVE CHEVROLET	PROG002	\$ 1,249.08
2/15/2024	095735	PROVIDE A RIDE- FUTURE AGE	PROV002	\$ 1,800.00
2/15/2024	095717	BAKER MEDIA GROUP LLC	BAKE002	\$ 890.00
2/15/2024	095738	STARK COUNTY TREASURER	STAR012	\$ 2.00

2/15/2024 095739	STARK CTY REGIONAL PLANNING COMM	STAR039	\$	129.00
2/15/2024 095737	STANDARD INS CO	STAN005	\$	1,589.08
2/15/2024 095733	OHIO EDISON	OHIO011	\$	725.03
2/15/2024 095716	AQUA OHIO INC	AQUA001	\$	24.10
2/15/2024 095731	Legacy Roofing Services	LEGA005	\$	448.00
2/15/2024 095730	LEGAL SHIELD	LEGA003	\$	628.30
2/15/2024 095732	LIBERTY FORD	LIBE003	\$	1,712.00
2/15/2024 095722	CASH - PETTY CASH	CASH001	\$	257.12
2/15/2024 095724	CENTER FOR MARKETING/OPINION RES.	CMOR001	\$	6,750.00
2/15/2024 095720	CANTON CITY UTILITIES	CANT011	\$	1,503.54
2/15/2024 095714	ALLEGHENY SCIENCE AND TECH	ALLE001	\$	30,306.27
2/15/2024 095715	ALLIANCE WATER UTILITY	ALLI004	\$	210.98
2/26/2024 095752	VERIZON WIRELESS	VERI001	\$	2,612.39
2/26/2024 095740	AEP OHIO	AEPO001	\$	34,685.40
2/26/2024 095741	AMAZON	AMAZ001	\$	6,030.85
2/26/2024 095744	GREAT LAKES PUBLISHING CO	GREAO11	\$	1,733.00
2/26/2024 095748	PROGRESSIVE CHEVROLET	PROG002	\$	586.68
2/26/2024 095749	PROGRESSIVE CHRYSLER JEEP DODGE INC	PROG003	\$	1,047.51
2/26/2024 095750	PROTECH SECURITY INC	PROT003	\$	61.60
2/26/2024 095751	ROYAL PUBLISHING INC	ROYA004	\$	295.00
2/26/2024 095742	BALLARD POWER SYSTEMS INC	BALL002	\$	5,275.00
2/26/2024 095747	OHIO EDISON	OHIO011	\$	1,826.30
2/26/2024 095746	LIBERTY FORD	LIBE003	\$	1,546.53
2/26/2024 095743	CASH - MASSILLON CASH	CASH001	\$	300.00
2/26/2024 095745	INTERSTATE GAS SUPPLY INC	IGS001	\$	21,347.02



FEBRUARY ELECTRONIC PAYMENTS

Document Date	Vendor Name	Document Number	Document Amount	Voided
2/2/2024	AMERICAN HERITAGE LIFE INS CO	000116408	\$ 802.40	
2/2/2024	CANTON CITY INCOME TAX	000116007	\$ 12,822.04	
2/2/2024	COLONIAL SUPPLEMENTAL INSURANCE	000116004	\$ 1,678.27	
2/2/2024	INTERNAL REVENUE SERVICE	000116008	\$ 59,183.49	
2/2/2024	OHIO CSPC	000116003	\$ 4,555.28	
2/2/2024	OHIO DEPT OF TAXATION	000116009	\$ 12,219.75	
2/2/2024	OHIO PUBLIC EMPLOYEES	000116005	\$ 12,410.48	
2/15/2024	AFLAC	000116002	\$ 5,856.26	
2/16/2024	AMERICAN HERITAGE LIFE INS CO - ENTERED IN WRONG MONTH	000116409	\$ 802.40	Yes
2/16/2024	CANAL FULTON TAX	000116419	\$ 91.67	
2/16/2024	CANTON CITY INCOME TAX	000116415	\$ 12,680.37	
2/16/2024	COLONIAL SUPPLEMENTAL INSURANCE	000116412	\$ 1,678.27	
2/16/2024	DALTON TAX	000116418	\$ 36.02	
2/16/2024	HUNTINGTON BANK - EA1W18	000116006	\$ 1,061.90	
2/16/2024	INTERNAL REVENUE SERVICE	000116416	\$ 58,297.33	

2/16/2024 OHIO CSPC	000116411	\$	4,761.56	
2/16/2024 OHIO DEPT OF TAXATION	000116417	\$	12,044.04	
2/16/2024 OHIO PUBLIC EMPLOYEES- ENTERED IN WRONG MONTH	000116406	\$	12,555.48	Yes
2/16/2024 OHIO PUBLIC EMPLOYEES- ENTERED IN WRONG MONTH	000116407	\$	30.00	Yes
2/16/2024 OHIO PUBLIC EMPLOYEES	000116413	\$	12,650.48	
2/16/2024 SEBRING TAX	000116421	\$	79.08	
2/20/2024 CONSUMER DRIVEN ADMINISTRATORS LLC	000116410	\$	455.00	
2/20/2024 HEALTH TP OF OHIO	000116414	\$	400,000.00	
2/28/2024 OPERS	000116403	\$	4,934.50	
2/29/2024 OHIO CSPC- ENTERED IN WRONG MONTH	000116405	\$	4,567.50	Yes
2/29/2024 OPERS	000116404	\$	252,290.14	



FEBRUARY 2024 EFT PAYMENTS

Document Date	Document Number	Vendor Name	Vendor ID	Document Type	Document Amount	Voided
2/8/2024	EFT000000008045	AFSCME	AFSC001	Payment	\$ 4,181.80	
2/8/2024	EFT000000008046	AIR PRODUCTS AND CHEMICALS INC	AIRP002	Payment	\$ 18,183.44	
2/8/2024	EFT000000008047	APO PUMPS AND COMPRESSORS INC	APOP001	Payment	\$ 1,406.13	
2/8/2024	EFT000000008048	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	Payment	\$ 331.83	
2/8/2024	EFT000000008049	LAUREN BARNES - Per Diem for Conference	BARN003	Payment	\$ 128.00	
2/8/2024	EFT000000008050	RICHARD L. BOWEN & ASSOCIATES	BOWE002	Payment	\$ 49,723.16	
2/8/2024	EFT000000008051	BRINKS INC.	BRIN001	Payment	\$ 1,927.59	
2/8/2024	EFT000000008052	CANTON TOWING	CANT059	Payment	\$ 1,925.00	
2/8/2024	EFT000000008053	CINTAS	CINT001	Payment	\$ 3,619.30	
2/8/2024	EFT000000008054	CLEAN ENERGY	CLEA005	Payment	\$ 20,972.58	
2/8/2024	EFT000000008055	CITIZENS FOR SARTA	COMM001	Payment	\$ 207.00	
2/8/2024	EFT000000008056	CORNERSTONE INFORMATION ASSURANCE LTD	CORN004	Payment	\$ 300.00	
2/8/2024	EFT000000008057	CULLIGAN OF CANTON	CULL001	Payment	\$ 105.80	
2/8/2024	EFT000000008058	CUMMINS SALES AND SERVICE	CUMM002	Payment	\$ 2,387.92	
2/8/2024	EFT000000008059	HEARTLAND EXPERT AUTOMOTIVE NAPA	DONS001	Payment	\$ 220.38	
2/8/2024	EFT000000008060	EMPLOYER HCS	EHCS001	Payment	\$ 8,676.09	

2/8/2024 EFT000000008061	ELDORADO NATIONAL - CALIFORNIA	ELDO001	Payment	\$	2,824.62
2/8/2024 EFT000000008062	GILLIG LLC	GILL001	Payment	\$	6,202.25
2/8/2024 EFT000000008063	SHEILA GINES- Per Diem for Conference	GINE001	Payment	\$	128.00
2/8/2024 EFT000000008064	GOODYEAR TIRE AND RUBBER	GOOD001	Payment	\$	14,558.15
2/8/2024 EFT000000008065	MARK D HENNING	HENN002	Payment	\$	2,600.00
2/8/2024 EFT000000008066	INDEPENDENT ELEVATOR CO.	INDE005	Payment	\$	212.00
2/8/2024 EFT000000008067	MASSILLON CHAMBER OF COMM	MASS002	Payment	\$	1,000.00
2/8/2024 EFT000000008068	MCMASTER - CARR	MCMA001	Payment	\$	22.57
2/8/2024 EFT000000008069	MOHAWK MFG. & SUPPLY CO.	MOHA001	Payment	\$	561.41
2/8/2024 EFT000000008070	MICHAEL MOUSER- Per Diem for Conference	MOUS002	Payment	\$	128.00
2/8/2024 EFT000000008071	MSC INDUSTRIAL SUPPLY CO	MSCI001	Payment	\$	247.23
2/8/2024 EFT000000008072	MUNCIE RECLAMATION & SPLV	MUNC001	Payment	\$	6,046.38
2/8/2024 EFT000000008073	OHIO AFSCME CAREPLAN	OHIO002	Payment	\$	12,817.25
2/8/2024 EFT000000008074	AIRGAS USA LLC	OHIO003	Payment	\$	812.39
2/8/2024 EFT000000008075	PEOPLE	PEOP001	Payment	\$	17.55
2/8/2024 EFT000000008076	REDMONDS PARTS & SUPPY INC.	REDM001	Payment	\$	604.97
2/8/2024 EFT000000008077	SABILITY HCM SERVICES	SABI001	Payment	\$	4,162.50
2/8/2024 EFT000000008078	SEON	SEON001	Payment	\$	8,233.00
2/8/2024 EFT000000008079	SILCO	SILC001	Payment	\$	626.50
2/8/2024 EFT000000008080	VELOSIO	SOCI003	Payment	\$	27,165.00
2/8/2024 EFT000000008081	SPEEDIE	SPEE001	Payment	\$	3,466.05
2/8/2024 EFT000000008082	STANDARD PLUMBING AND HEAT	STAN001	Payment	\$	208.00
2/8/2024 EFT000000008083	TESCO	TESC001	Payment	\$	1,679.93
2/8/2024 EFT000000008084	THOMAS ENERGY CONSULTING	THOM014	Payment	\$	6,240.00
2/8/2024 EFT000000008091	TRUOPTIONS ASSOCIATES LLC	TRUO001	Payment	\$	13,600.00

2/8/2024 EFT000000008085	VESCO OIL	VESCO01	Payment	\$	2,472.00
2/8/2024 EFT000000008086	WDJQ FM RADIO STATION	WDJQ001	Payment	\$	500.00
2/8/2024 EFT000000008092	THE WORKSHOPS INC.	WORK002	Payment	\$	2,473.12
2/8/2024 EFT000000008087	W.W. GRAINGER INC.	WWGR001	Payment	\$	123.42
2/8/2024 EFT000000008088	YOUNG TRUCK SALES INC.	YOUN002	Payment	\$	376.18
2/8/2024 EFT000000008089	ZIEGLER TIRE	ZIEG001	Payment	\$	672.80
2/8/2024 EFT000000008090	ZIEGLERS BOLT NUT HOUSE	ZIEG002	Payment	\$	101.00
2/15/2024 EFT000000008094	AFSCME	AFSC001	Payment	\$	4,181.80
2/15/2024 EFT000000008095	AIR PRODUCTS AND CHEMICALS INC	AIRP002	Payment	\$	12,423.26
2/15/2024 EFT000000008096	AMERICAN FOOD & VENDING	AMER029	Payment	\$	349.20
2/15/2024 EFT000000008097	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	Payment	\$	923.12
2/15/2024 EFT000000008098	CANTON POLICE PATROLMENS	CANT026	Payment	\$	5,220.00
2/15/2024 EFT000000008099	CANTON TOWING	CANT059	Payment	\$	880.00
2/15/2024 EFT000000008100	CINTAS	CINT001	Payment	\$	2,806.95
2/15/2024 EFT000000008101	CITIZENS FOR SARTA	COMM001	Payment	\$	207.00
2/15/2024 EFT000000008102	CUMMINS SALES AND SERVICE	CUMM002	Payment	\$	46,275.89
2/15/2024 EFT000000008103	DE LAGE LANDEN FINANCIAL SEVICES INC	DELA001	Payment	\$	843.44
2/15/2024 EFT000000008104	HEARTLAND EXPERT AUTOMOTIVE NAPA	DONS001	Payment	\$	498.00
2/15/2024 EFT000000008105	ETC TECH SOLUTIONS	ETCT001	Payment	\$	26,508.00
2/15/2024 EFT000000008106	FURBAY/MANSFIELD ELECTRIC	FURB001	Payment	\$	13.18
2/15/2024 EFT000000008107	GILLIG LLC	GILL001	Payment	\$	2,753.92
2/15/2024 EFT000000008108	J. P. BOYLAN CO. & SONS	JPBO001	Payment	\$	220.00
2/15/2024 EFT000000008109	KRONOS SAASHR INC	KRON001	Payment	\$	190.93
2/15/2024 EFT000000008110	METRO CLEVELAND SECURITY INC	METR006	Payment	\$	7,717.50
2/15/2024 EFT000000008111	MOHAWK MFG. & SUPPLY CO.	MOHA001	Payment	\$	1,839.26

2/15/2024 EFT000000008112	MSC INDUSTRIAL SUPPLY CO	MSCI001	Payment	\$	309.60
2/15/2024 EFT000000008113	MUNCIE RECLAMATION & SPL	MUNC001	Payment	\$	4,084.73
2/15/2024 EFT000000008093	NEORIDE	NEOR001	Payment	\$	31,611.30
2/15/2024 EFT000000008114	PEOPLE	PEOP001	Payment	\$	17.55
2/15/2024 EFT000000008115	PONDERSYSTEMS	POND001	Payment	\$	3,500.00
2/15/2024 EFT000000008124	REDMONDS PARTS & SUPPY INC.	REDM001	Payment	\$	1,719.86
2/15/2024 EFT000000008116	SABILITY HCM SERVICES	SABI001	Payment	\$	4,443.75
2/15/2024 EFT000000008117	SILCO	SILC001	Payment	\$	834.00
2/15/2024 EFT000000008118	STALEY TECH INC	STAL001	Payment	\$	1,821.00
2/15/2024 EFT000000008119	STAPLES ADVANTAGE	STAP001	Payment	\$	43.41
2/15/2024 EFT000000008120	TESCO	TESC001	Payment	\$	76.48
2/15/2024 EFT000000008121	TRAVELHOST OF AKRON CANTON	TRAV004	Payment	\$	475.00
2/15/2024 EFT000000008122	WORK HEALTH & SAFETY SERVICES	WORK003	Payment	\$	4,823.00
2/15/2024 EFT000000008123	YMCA OF CENTRAL STARK COUNTY	YMCA003	Payment	\$	3,422.10
2/21/2024 EFT000000008125	ABCD INC.	ABCD001	Payment	\$	31,697.39
2/21/2024 EFT000000008126	APO PUMPS AND COMPRESSORS INC	APOP001	Payment	\$	4,928.00
2/21/2024 EFT000000008127	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	Payment	\$	1,072.99
2/21/2024 EFT000000008128	CINTAS	CINT001	Payment	\$	340.51
2/21/2024 EFT000000008129	COPLEY OHIO NEWSPAPERS	COPL001	Payment	\$	3,080.00
2/21/2024 EFT000000008130	CUMMINS SALES AND SERVICE	CUMM002	Payment	\$	3,436.66
2/21/2024 EFT000000008131	HEARTLAND EXPERT AUTOMOTIVE NAPA	DONS001	Payment	\$	82.20
2/21/2024 EFT000000008132	EDM Technology, INC	EDMI001	Payment	\$	7,471.00
2/21/2024 EFT000000008133	ETC TECH SOLUTIONS	ETCT001	Payment	\$	1,359.06
2/21/2024 EFT000000008134	EBONY FONTES - New Orleans Expense	FONT001	Payment	\$	87.70
2/21/2024 EFT000000008135	GILLIG LLC	GILL001	Payment	\$	1,888.79

2/21/2024	EFT000000008136	GOODYEAR TIRE AND RUBBER	GOOD001	Payment	\$	18,661.34	
2/21/2024	EFT000000008137	GRAPHIC ENTERPRISES INC	GRAP001	Payment	\$	554.05	
2/21/2024	EFT000000008138	INNIS MAGGIORE GROUP INC	INNI001	Payment	\$	9,699.00	
2/21/2024	EFT000000008139	J. P. BOYLAN CO. & SONS	JPBO001	Payment	\$	80.00	
2/21/2024	EFT000000008140	MOHAWK MFG. & SUPPLY CO.	MOHA001	Payment	\$	74.16	
2/21/2024	EFT000000008141	TIM MONTGOMERY - New Orleans Expense	MONT004	Payment	\$	570.71	
2/21/2024	EFT000000008142	MSC INDUSTRIAL SUPPLY CO	MSCI001	Payment	\$	711.75	
2/21/2024	EFT000000008143	MUNCIE RECLAMATION & SPLY	MUNC001	Payment	\$	2,315.94	
2/21/2024	EFT000000008144	NINA PHILIPS - New Orleans Expense	PHIL002	Payment	\$	185.48	
2/21/2024	EFT000000008145	REDMONDS PARTS & SUPPY INC.	REDM001	Payment	\$	1,859.49	
2/21/2024	EFT000000008146	SPEEDIE	SPEE001	Payment	\$	277.50	
2/21/2024	EFT000000008147	TESCO	TESC001	Payment	\$	2,884.84	
2/21/2024	EFT000000008148	VIDEO SYSTEMS & SECURITY INC	VIDE001	Payment	\$	180.00	
2/21/2024	EFT000000008149	W.W. GRAINGER INC.	WWGR001	Payment	\$	184.86	
2/21/2024	EFT000000008150	YMCA OF CENTRAL STARK COUNTY	YMCA003	Payment	\$	382.50	
2/29/2024	EFT000000008152	ABCD INC.	ABCD001	Payment	\$	37,918.59	
2/29/2024	EFT000000008153	AIR PRODUCTS AND CHEMICALS INC	AIRP002	Payment	\$	26,153.57	
2/29/2024	EFT000000008154	AMERICAN FOOD & VENDING	AMER029	Payment	\$	354.53	
2/29/2024	EFT000000008155	AUTOMOTIVE DISTRIBUTORS WAREHOUSE	AUTO009	Payment	\$	275.10	
2/29/2024	EFT000000008156	BRUSKE PRODUCTS - EFT returned due to closed checking. Will be paid on next EFT run.	BRUS001	Payment	\$	2,546.48	Yes
2/29/2024	EFT000000008157	CANTON PEST CONTROL	CANT023	Payment	\$	47.00	
2/29/2024	EFT000000008158	CANTON POLICE PATROLMENS	CANT026	Payment	\$	5,805.00	
2/29/2024	EFT000000008159	CANTON TOWING	CANT059	Payment	\$	1,150.00	
2/29/2024	EFT000000008160	CINTAS	CINT001	Payment	\$	2,183.98	

2/29/2024 EFT000000008161	CUMMINS SALES AND SERVICE	CUMM002	Payment	\$	352.47
2/29/2024 EFT000000008162	HEARTLAND EXPERT AUTOMOTIVE NAPA	DONS001	Payment	\$	235.26
2/29/2024 EFT000000008163	ELDORADO NATIONAL - CALIFORNIA	ELDO001	Payment	\$	119.82
2/29/2024 EFT000000008164	FINGER LAKES SYSTEM CHEMSITRY	FING001	Payment	\$	680.40
2/29/2024 EFT000000008190	FIRST CHRISTIAN CHURCH	FIRS007	Payment	\$	707.00
2/29/2024 EFT000000008165	GILLIG LLC	GILL001	Payment	\$	6,122.66
2/29/2024 EFT000000008166	GLADIUEX ENEGY	GLAD001	Payment	\$	23,856.30
2/29/2024 EFT000000008167	THE GLASS STATION	GLAS001	Payment	\$	1,036.92
2/29/2024 EFT000000008168	JOHNNY ON THE SPOT LLC	JOHN009	Payment	\$	241.29
2/29/2024 EFT000000008169	J. P. BOYLAN CO. & SONS	JPBO001	Payment	\$	200.00
2/29/2024 EFT000000008170	KWGD	KRUG001	Payment	\$	32,255.74
2/29/2024 EFT000000008171	MAGIC GARAGE DOOR INC	MAGI001	Payment	\$	560.00
2/29/2024 EFT000000008172	MASSILLON CHAMBER OF COMM	MASS002	Payment	\$	148.50
2/29/2024 EFT000000008173	James McClain - CDL Reimbursement	MCCL002	Payment	\$	115.00
2/29/2024 EFT000000008174	METRO CLEVELAND SECURITY INC	METR006	Payment	\$	6,806.25
2/29/2024 EFT000000008175	MOHAWK MFG. & SUPPLY CO.	MOHA001	Payment	\$	4,970.93
2/29/2024 EFT000000008176	MSC INDUSTRIAL SUPPLY CO	MSCI001	Payment	\$	29.73
2/29/2024 EFT000000008177	MUNCIE RECLAMATION & SPLY	MUNC001	Payment	\$	3,253.84
2/29/2024 EFT000000008178	OMNIPRO	OMNI003	Payment	\$	63,736.00
2/29/2024 EFT000000008189	REDMONDS PARTS & SUPPY INC.	REDM001	Payment	\$	804.65
2/29/2024 EFT000000008179	SAFETY-KLEEN	SAFE001	Payment	\$	66.63
2/29/2024 EFT000000008180	WILLIAMS SCOTSMAN INC	SCOT002	Payment	\$	3,501.30
2/29/2024 EFT000000008181	SILCO	SILC001	Payment	\$	725.00
2/29/2024 EFT000000008182	STANDARD PLUMBING AND HEAT	STAN001	Payment	\$	2,273.00
2/29/2024 EFT000000008151	STANLEY MILLER CONSTRUCT	STAN002	Payment	\$	356,661.46

2/29/2024 EFT000000008183	Robyn Talbert - CDL Reimbursement	TALB001	Payment	\$	115.00
2/29/2024 EFT000000008184	TESCO	TESC001	Payment	\$	1,313.96
2/29/2024 EFT000000008185	UPS FREIGHT	UPSF001	Payment	\$	553.73
2/29/2024 EFT000000008186	W.W. GRAINGER INC.	WWGR001	Payment	\$	482.24
2/29/2024 EFT000000008187	YOUNG TRUCK SALES INC.	YOUN002	Payment	\$	182.98
2/29/2024 EFT000000008188	ZIEGLER TIRE	ZIEG001	Payment	\$	1,779.56

END OF REPORT

Project Name	Grant Number	PID #	Deadline to Use	Federal Share	Year	Funded Amount	Total Draws	Remaining Grant Balance
4 CMAQ CNG Buses	OH-2020-011-00		9/30/2024	80%	2020	\$ 1,856,000.00	\$ (1,856,000.00)	\$ -
CMAQ Hydrogen Station	OH-2020-011-00		9/30/2024	90%	2020	\$ 1,240,000.00	\$ (78,464.00)	\$ 1,161,536.00
						\$ 3,096,000.00	\$ (1,934,464.00)	\$ 1,161,536.00
IMI Research CSU	OH-2020-032-00		2/28/2024	100%	2020	\$ 250,000.00	\$ (242,500.00)	\$ -
IMI Research Masabi	OH-2020-032-00		2/28/2024	100%	2020	\$ 726,425.00	\$ (478,663.00)	\$ -
IMI Research Calstart	OH-2020-032-00		2/28/2024	100%	2020	\$ 454,000.00	\$ (386,662.00)	\$ 17,338.00
IMI Research TANK	OH-2020-032-00		2/28/2024	100%	2020	\$ 148,560.00	\$ (148,560.00)	\$ -
IMI Research SORTA	OH-2020-032-00		2/28/2024	100%	2020	\$ 150,000.00	\$ (150,000.00)	\$ -
IMI Research Laketran	OH-2020-032-00		2/28/2024	100%	2020	\$ 7,785.00	\$ (7,785.00)	\$ -
IMI Research Medina County	OH-2020-032-00		2/28/2024	100%	2020	\$ 8,075.00	\$ (8,075.00)	\$ -
IMI Research Sandusky	OH-2020-032-00		2/28/2024	100%	2020	\$ 13,534.00	\$ (13,534.00)	\$ -
IMI Research SEAT	OH-2020-032-00		2/28/2024	100%	2020	\$ 13,534.00	\$ (13,534.00)	\$ -
IMI Research SARTA	OH-2020-032-00		2/28/2024	100%	2020	\$ 102,480.00	\$ (97,516.00)	\$ 4,964.00
IMI Research NEORide	OH-2020-032-00		2/28/2024	100%	2020	\$ 86,530.00	\$ (251,367.00)	\$ 163.00
IMI Research Other	OH-2020-032-00		2/28/2024	100%	2020	\$ 169,193.00	\$ (164,999.00)	\$ 11,843.00
						\$ 2,130,116.00	\$ (1,963,195.00)	\$ 34,308.00
FY20 5310 SARTA Admin	OH-2020-042-00		3/30/2024	100%	2020	\$ 30,368.00	\$ (30,368.00)	\$ -
FY20 5310 SARTA <30 Vehicle	OH-2020-042-00		3/30/2024	80%	2020	\$ 13,812.00	\$ (13,812.00)	\$ -
FY20 5310 FCC Op	OH-2020-042-00		3/30/2024	100%	2020	\$ 27,364.00	\$ (27,364.00)	\$ -
FY20 5310 ABCD Op	OH-2020-042-00		3/30/2024	100%	2020	\$ 35,000.00	\$ (35,000.00)	\$ -
FY20 5310 ABCD Cap	OH-2020-042-00		3/30/2024	80%	2020	\$ 76,542.00	\$ (61,234.00)	\$ 15,308.00
FY20 5310 TWI Cap	OH-2020-042-00		3/30/2024	80%	2020	\$ 62,968.00	\$ (62,968.00)	\$ -
FY20 5310 TWI Op	OH-2020-042-00		3/30/2024	100%	2020	\$ 27,857.00	\$ (27,857.00)	\$ -
FY20 5310 JRC Op	OH-2020-042-00		3/30/2024	100%	2020	\$ 10,771.00	\$ (7,086.00)	\$ 3,685.00
FY20 5310 SARTA MM	OH-2020-042-00		3/30/2024	50%	2020	\$ 19,000.00	\$ (19,000.00)	\$ -
						\$ 303,682.00	\$ (284,689.00)	\$ 18,993.00
DERG 6+2 <30' CNG Buses	OH-2021-001-00		3/31/2026	80%	2020	\$ 758,035.00	\$ (758,035.00)	\$ -
FY21 DERG 7 30' CNG Buses	OH-2021-001-00		3/31/2026	78%	2021	\$ 830,919.18	\$ 36,849.00	\$ 867,768.18
FY22 DERG	OH-2021-001-00		3/31/2026	80%	2022	\$ 2,000,000.00	\$ 237,251.00	\$ 2,237,251.00
FY22 OTHP- bus	OH-2021-001-00		3/31/2026	80%	2022	\$ 108,000.00	\$ (25,600.00)	\$ 82,400.00
FY22 OTHP- Facility Electrical Upgrade	OH-2021-001-00		3/31/2026	80%	2022	\$ 400,000.00	\$ (133,890.00)	\$ 266,110.00
FY22 OTHP- Expansion of Hydrogen Tank	OH-2021-001-00		3/31/2026	80%	2022	\$ 1,280,000.00	\$ -	\$ 1,280,000.00
FY23 OTHP2 CNG Bus Replacement	OH-2021-001-00		3/31/2026	80%	2023	\$ 652,680.00	\$ -	\$ 652,680.00
FY22 CR Gateway Expansion	OH-2021-001-00		3/31/2026	80%	2023	\$ 2,000,000.00	\$ (2,000,000.00)	\$ -
FY23 OTHP2 TVM Machines	OH-2021-001-00		3/31/2026	80%	2023	\$ 148,000.00	\$ -	\$ 148,000.00
FY23 CR Hydorgen Paratransit Bus and Add-ons	OH-2021-001-00		3/31/2026	79%	2023	\$ 422,650.00	\$ -	\$ 422,650.00
FY23 DERG 35' CNG Low Floor Buses	OH-2021-001-00		3/31/2026	80%	2023	\$ 1,539,180.00	\$ -	\$ 1,539,180.00
						\$ 10,139,464.18	\$ (2,643,425.00)	\$ 7,496,039.18

FY21 CRRSSA 5310 Mercy Op	OH-2021-005	3/30/2026	100%	2021	\$	12,000.00	\$	(13,766.00)	\$	1,234.00
FY21 CRRSSA 5310 FCC Op	OH-2021-005	3/30/2026	100%	2021	\$	5,000.00	\$	(5,000.00)	\$	-
FY21 CRRSSA 5310 ABCD Op	OH-2021-005	3/30/2026	100%	2021	\$	17,693.00	\$	(17,693.00)	\$	-
FY21 CRRSSA 5310 Foundations Op	OH-2021-005	3/30/2026	100%	2021	\$	3,000.00	\$	-	\$	-
FY21 CRRSSA 5310 TWI Op	OH-2021-005	3/30/2026	100%	2021	\$	12,000.00	\$	(12,000.00)	\$	-
FY21 CRRSSA 5310 JRC Op	OH-2021-005	3/30/2026	100%	2021	\$	3,000.00	\$	(3,000.00)	\$	-
					\$	52,693.00	\$	(51,459.00)	\$	1,234.00
FY21 CRRSSA Security	OH-2021-006	3/30/2026	100%	2021	\$	47,040.00	\$	(47,040.00)	\$	-
FY21 CRRSSA Op Exp	OH-2021-006	3/30/2026	100%	2021	\$	4,656,980.00	\$	(4,656,980.00)	\$	-
					\$	4,704,020.00	\$	(4,704,020.00)	\$	-
OH-2021-023 FY21 ARPA (JRC)	OH-2021-023	9/30/2024	100%	2021	\$	3,000.00	\$	-	\$	3,000.00
OH-2021-023 FY21 ARPA ABCD	OH-2021-023	9/30/2024	100%	2021	\$	11,388.00	\$	(11,388.00)	\$	-
OH-2021-023 FY21 ARPA Foundat	OH-2021-023	9/30/2024	100%	2021	\$	3,000.00	\$	-	\$	-
OH-2021-023 FY21 ARPA Mercy	OH-2021-023	9/30/2024	100%	2021	\$	18,947.00	\$	(21,636.00)	\$	311.00
OH-2021-023 FY21 ARPA TWI	OH-2021-023	9/30/2024	100%	2021	\$	8,699.00	\$	(8,699.00)	\$	-
OH-2021-023 FY22 ARPA FCC	OH-2021-023	9/30/2024	100%	2021	\$	7,660.00	\$	(7,660.00)	\$	-
					\$	52,694.00	\$	(49,383.00)	\$	3,311.00
FY21 CNG FACILITY	OH-2021-046-00	12/31/2024	80%	2021	\$	2,000,000.00	\$	(1,849,199.00)	\$	150,801.00
FY21 5307 HYDRO STATION	OH-2021-046-00	12/31/2024	80%	2021	\$	366,936.00	\$	(6,480.00)	\$	360,456.00
FY21 5307 PM	OH-2021-046-00	12/31/2024	80%	2021	\$	1,302,343.00	\$	(181,536.00)	\$	-
FY21 5307 Massillon Transit Center Project	OH-2021-046-00	12/31/2024	80%	2021	\$	-	\$	(1,120,807.00)	\$	-
2021 5307 TOOLS	OH-2021-046-00	12/31/2024	80%	2021	\$	6,000.00	\$	(5,999.00)	\$	1.00
FY21 5307 TRANSIT ENHANSMENT	OH-2021-046-00	12/31/2024	80%	2021	\$	45,000.00	\$	(23,353.00)	\$	21,647.00
FY21 5307 SOFTWARE	OH-2021-046-00	12/31/2024	80%	2021	\$	244,000.00	\$	(155,651.00)	\$	88,349.00
FY21 5307 HARDWARE	OH-2021-046-00	12/31/2024	80%	2021	\$	28,000.00	\$	(19,392.00)	\$	8,608.00
					\$	3,992,279.00	\$	(3,362,417.00)	\$	629,862.00
FY 21 ABCD BUS REPLACEMENT	OH-2021-036-00	3/31/2026	100%	2021	\$	72,126.00	\$	(72,126.00)	\$	-
FY 21 ABCD OPERATING	OH-2021-036-00	3/31/2026	100%	2021	\$	26,704.00	\$	(26,704.00)	\$	-
FY 2021 FCC BUS REPLACEMENT	OH-2021-036-00	3/31/2026	100%	2021	\$	71,239.00	\$	-	\$	71,239.00
FY 2021 FCC OPERATING	OH-2021-036-00	3/31/2026	100%	2021	\$	20,750.00	\$	(20,750.00)	\$	-
FY 21 MERCY OPERATING	OH-2021-036-00	3/31/2026	100%	2021	\$	37,894.00	\$	(3,675.00)	\$	34,219.00
FY 21 WORKSHOP BUS EXPANSION	OH-2021-036-00	3/31/2026	100%	2021	\$	66,366.00	\$	(66,366.00)	\$	-
FY 21 WORKSHOP OPERATING	OH-2021-036-00	3/31/2026	100%	2021	\$	12,575.00	\$	(12,575.00)	\$	-
					\$	307,654.00	\$	(202,196.00)	\$	105,458.00

FY22 ABCD Capital	OH-2022-036-00		3/30/2025	100%	2022	\$	90,051.00	\$	(90,051.00)	\$	-
FY22 ABCD Bus Capital Overages	OH-2022-036-00		3/30/2025	100%	2022	\$	-	\$	(17,925.00)	\$	-
FY22 TWI Bus Capital Overages	OH-2022-036-00		3/30/2025	100%	2022	\$	-	\$	-	\$	27,718.00
FY22 ABCD Operating	OH-2022-036-00		3/30/2025	100%	2022	\$	76,440.00	\$	(76,440.00)	\$	-
FY22 TWI Capital	OH-2022-036-00		3/30/2025	100%	2022	\$	78,530.00	\$	(25,661.00)	\$	52,869.00
FY22 TWI Operating	OH-2022-036-00		3/30/2025	100%	2022	\$	43,186.00	\$	(43,186.00)	\$	-
						\$	288,207.00	\$	(253,263.00)	\$	80,587.00
FY22 5339 Vehicle Replacement	OH-2022-030-00		3/30/2028	80%	2022	\$	439,345.00	\$	(60,288.00)	\$	379,057.00
FY22 5307 40' Bus Replacement	OH-2022-030-00	112099	3/30/2028	80%	2022	\$	-	\$	-	\$	-
FY22 5307 Preventative Maintenance	OH-2022-030-00		3/30/2028	80%	2022	\$	735,613.00	\$	-	\$	735,613.00
FY22 5307 Operating	OH-2022-030-00		3/30/2028	50%	2022	\$	640,000.00	\$	-	\$	640,000.00
FY22 5307 Support Vehicle Replacement	OH-2022-030-00		3/30/2028	80%	2022	\$	80,000.00	\$	(80,000.00)	\$	-
FY22 5307 Transit Enhancements	OH-2022-030-00		3/30/2028	80%	2022	\$	51,300.00	\$	(51,300.00)	\$	-
FY22 5307 Security	OH-2022-030-00		3/30/2028	80%	2022	\$	51,300.00	\$	(50,761.00)	\$	539.00
FY22 5307 Tools	OH-2022-030-00		3/30/2028	80%	2022	\$	130,000.00	\$	(22,023.00)	\$	107,977.00
FY22 5307 HVAC upgrades	OH-2022-030-00		3/30/2028	80%	2022	\$	320,000.00	\$	(246,950.00)	\$	73,050.00
FY22 5307 Massillon Transit Center	OH-2022-030-00	116510	3/30/2028	80%	2022	\$	-	\$	(1,818,682.00)	\$	181,318.00
FY22 5307 Building Expansion	OH-2022-030-00		3/30/2028	80%	2022	\$	2,000,000.00	\$	-	\$	-
FY22 5307 Hardware	OH-2022-030-00		3/30/2028	80%	2022	\$	76,240.00	\$	(76,228.00)	\$	12.00
FY22 5307 Software	OH-2022-030-00		3/30/2028	80%	2022	\$	869,600.00	\$	(14,525.00)	\$	855,075.00
FY22 5307 Phone Service upgrade	OH-2022-030-00		3/30/2028	80%	2022	\$	96,000.00	\$	(23,017.00)	\$	72,983.00
FY22 5307 RHCC THOM/HENN	OH-2022-030-00		3/30/2028	80%	2022	\$	80,000.00	\$	(80,000.00)	\$	-
						\$	5,569,398.00	\$	(2,523,774.00)	\$	3,045,624.00
FY23 LoNo 2 -40' Electric Buses	OH-2023-016-00	119836	3/30/2027	85%	2023	\$	2,289,857.00	\$	-	\$	2,289,857.00
FY23 LoNo 8 CNG Paratransit Buses	OH-2023-016-00	119836	3/30/2027	85%	2023	\$	1,563,608.00	\$	-	\$	1,563,608.00
FY23 LoNo Gaseous Monitors	OH-2023-016-00	119836	3/30/2027	90%	2023	\$	287,118.00	\$	-	\$	287,118.00
FY LoNo Electric Chargers	OH-2023-016-00	119836	3/30/2027	90%	2023	\$	271,544.00	\$	-	\$	271,544.00
FY22 LoNo 12 CNG LTV	OH-2023-016-00	112101	3/30/2027	85%	2022	\$	2,393,600.00	\$	-	\$	2,393,600.00
						\$	6,805,727.00	\$	-	\$	6,805,727.00
FY28 CR Hydorgen Paratransit Bus and Add-ons	Awarded	118596		79%	2028	\$	422,650.00	\$	-	\$	422,650.00
						\$	422,650.00	\$	-	\$	422,650.00

FY23 5307 Transit Enhancements	OH-2022-030-00	118352	3/30/2028	80%	2023	\$	52,304.00	\$	(4,457.00)	\$	47,847.00
FY23 5307 Security	OH-2022-030-00	118341	3/30/2028	80%	2023	\$	52,304.00	\$	(15,629.00)	\$	36,675.00
FY 23 5307 Massillon Transit Center	OH-2022-030-00	116510	3/30/2028	80%	2023	\$	1,402,494.00	\$	-	\$	1,402,494.00
FY23 5307 Support Vehicles	OH-2022-030-00	118345	3/30/2028	80%	2023	\$	128,000.00	\$	(127,978.00)	\$	22.00
FY 23 5307 Gateway Office Expansion	OH-2022-030-00	117724	3/30/2028	80%	2023	\$	-	\$	-	\$	-
FY23 5307 Operating	OH-2022-030-00		3/30/2028	50%	2023	\$	1,790,490.00	\$	-	\$	1,790,490.00
FY 23 5307 Hardware	OH-2022-030-00	118342	3/30/2028	80%	2023	\$	96,000.00	\$	(67,703.00)	\$	28,297.00
FY 23 5307 Software	OH-2022-030-00	118342	3/30/2028	80%	2023	\$	28,800.00	\$	(1,400.00)	\$	27,400.00
FY23 5307 RHFCC THOM/HENN	OH-2022-030-00	104597	3/30/2028	80%	2023	\$	80,000.00	\$	(42,702.00)	\$	37,298.00
FY23 5339 Buses	OH-2022-030-00		3/30/2028	80%	2023	\$	451,698.00	\$	-	\$	451,698.00
FY23 5307 Preventitive Maintenance	OH-2022-030-00	104596	3/30/2028	80%	2023	\$	1,600,000.00	\$	(892,530.00)	\$	707,470.00
						\$	5,682,090.00	\$	(1,152,399.00)	\$	4,529,691.00
NEORide EZConnect	OH-2023-030-00	118695	4/30/2025	100%	2023	\$	130,000.00	\$	(5,466.00)	\$	124,534.00
IBI Group EZConnect	OH-2023-030-00	118695	4/30/2025	100%	2023	\$	95,000.00	\$	(70,000.00)	\$	25,000.00
EZConnect Project	OH-2023-030-00	118695	4/30/2025	100%	2023	\$	1,025,000.00	\$	-	\$	1,025,000.00
						\$	1,250,000.00	\$	(75,466.00)	\$	1,174,534.00
FY23 5310 ABCD Vehicle	OH-2022-036-00	118340		100%	2023	\$	80,000.00	\$	-	\$	80,000.00
FY23 5310 ABCD Operating	OH-2022-036-00	118340		100%	2023	\$	96,531.00	\$	(31,919.00)	\$	64,612.00
FY23 5310 FCC Operating	OH-2022-036-00	118340		100%	2023	\$	96,685.00	\$	-	\$	96,685.00
FY23 5310 SARTA Van	OH-2022-036-00	118340		80%	2023	\$	100,000.00	\$	-	\$	100,000.00
FY23 5310 SARTA Mobility Management	OH-2022-036-00	118340		50%	2023	\$	21,271.00	\$	(21,271.00)	\$	-
FY23 5310 TWI Vehicles	OH-2022-036-00	118340		100%	2023	\$	100,000.00	\$	-	\$	100,000.00
FY23 5310 TWI Operating	OH-2022-036-00	118340		100%	2023	\$	41,540.00	\$	(41,540.00)	\$	-
						\$	536,027.00	\$	(94,730.00)	\$	441,297.00
FY24 OTP2 Gateway Construction/Renovation	Awarded			80%	2024	\$	2,000,000.00	\$	-	\$	2,000,000.00
FY24 OTP2 4 CNG Paratransit Buses	Awarded			80%	2024	\$	800,000.00	\$	-	\$	800,000.00
FY24 OTP2 Accounting/Procurement Software	Awarded			80%	2024	\$	520,000.00	\$	-	\$	520,000.00
FY24 OTP2 Preventative Maintenance	Awarded			80%	2024	\$	655,103.00	\$	-	\$	655,103.00
FY24 OTP2 Garage Safety Harness/Portable Lifts	Awarded			80%	2024	\$	160,000.00	\$	-	\$	160,000.00
						\$	4,135,103.00	\$	-	\$	4,135,103.00

Farebox Local Match	OTPP-0084-GRF-202	100%	2020	\$	440,857.00	\$	(440,857.00)	\$	-	
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	
Purchase Computer software	CARE-0084-064-214	100%	2021	\$	7,676.00	\$	-	\$	7,676.00	
Surveillance/Security	CARE-0084-064-215	100%	2021	\$	78,000.00	\$	-	\$	78,000.00	
Purchase Fare Collection equipment	CARE-0084-064-216	100%	2021	\$	42,000.00	\$	-	\$	42,000.00	
5339 Wayne Co Buses	084-CARE-21-0200	100%	2021	\$	237,519.00	\$	(223,020.00)	`		
				\$	365,195.00	\$	(223,020.00)	\$	127,676.00	
FY22 UTP- Upgrade Hydrogen Tank- Local Match	TUTP-0084-GRF-221	100%	2022	\$	500,000.00	\$	(1,620.00)	\$	498,380.00	
FY22 UPT- PREVENTIVE MAINTENANCE	TUTP-0084-GRF-222	100%	2022	\$	98,181.00	\$	(97,086.35)	\$	1,094.65	
				\$	598,181.00	\$	(98,706.35)	\$	499,474.65	
FY-24 UPT Administration Building(Gateway)	TUTP-0084-GRF-241	Use last (2024)	100%	2024	\$	420,282.00	\$	(420,282.00)	\$	-
FY-24 UPT Administration Facility Furniture (Mass&Gateway	TUTP-0084-GRF-242	100%	2024	\$	260,000.00	\$	-	\$	260,000.00	
				\$	680,282.00	\$	(420,282.00)	\$	260,000.00	
FY28 CMAQ 3 CNG Paratransits	Awarded	79%	2028	\$	592,500.00	\$	-	\$	592,500.00	
FY29 CMAQ 3 CNG Paratransits	Awarded	79%	2029	\$	592,500.00	\$	-	\$	592,500.00	
				\$	1,185,000.00	\$	-	\$	1,185,000.00	

	FUNDED Amount	FUNDING SPENT	FUNDING BALANCE
Active	\$ 47,275,242.18	\$ (20,626,018.97)	\$ 26,547,754.21
Pending	\$ 5,742,753.00	\$ -	\$ 5,742,753.00
Total	\$ 53,017,995.18	\$ (20,626,018.97)	\$ 32,290,507.21



Development & Special Projects

Clayton Popik
Director

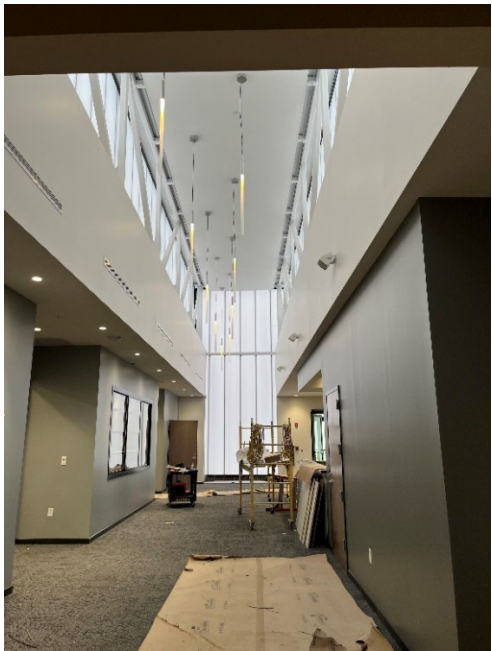
Massillon Transit Center

Massillon is starting to come together and look great inside and out. This past month, the flooring was installed in the administrative areas, the ticket office windows were installed, and the break room was mostly complete. It will be an excellent amenity for the drivers to use between trips. The canopy installation is taking longer than anticipated, but our architect has been onsite to assist with all design elements, helping the sub-contractor clear up any issues. The building is scheduled for its final cleaning at the end of the month, and furniture will be installed shortly after. Punch list items have also been noted, and we will look forward to a final walk-through with the contractor in the coming weeks.



Gateway Site

The final punch list was created this past Wednesday. Other than some minor paint touch-ups, the contractor needed to address only two issues—lighting and HVAC. Otherwise, the building looks great, and the architect is pleased with the outcome and will produce the final work list later this week. We will continue to work with the contractor to establish a move-in date, but we are currently anticipating the weeks of 4/1 and/or 4/8.



HVAC Repairs and Upgrades

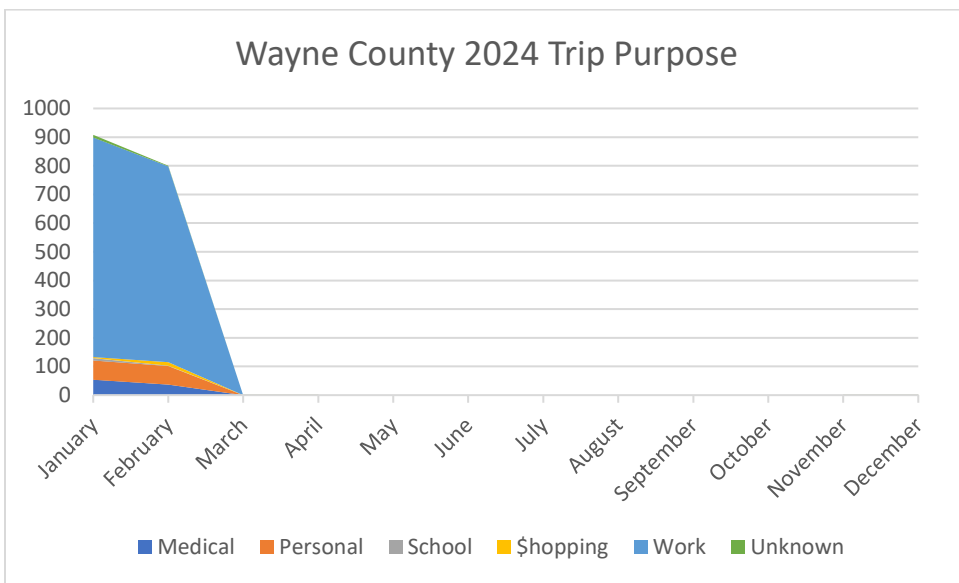
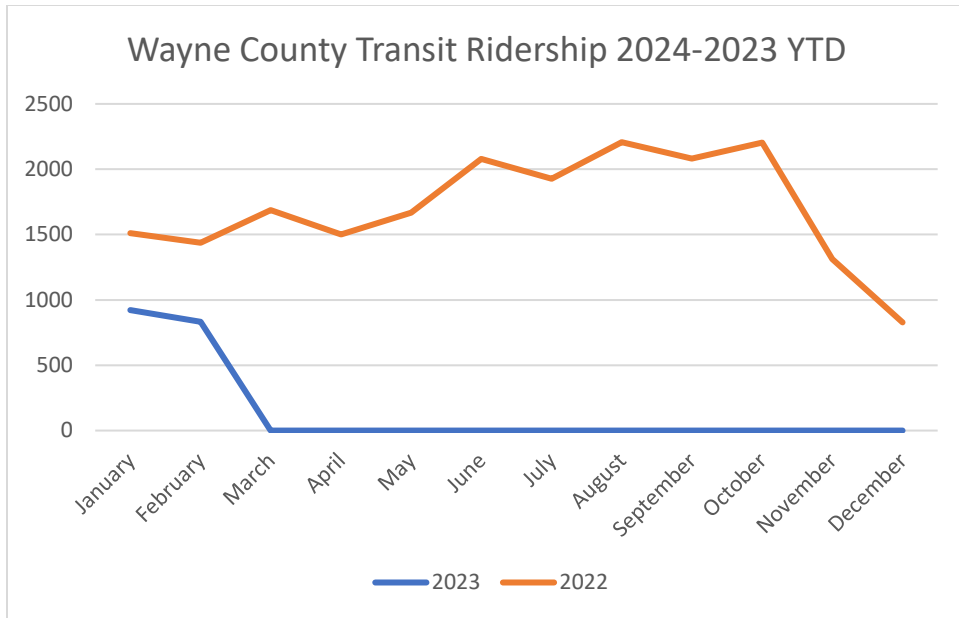
Installation of the rooftop unit occurred on March 12th. Seeing it being hoisted over the administration building was quite an ordeal. The whole process took about half a day to complete. Within the next couple of weeks, we should see this project to completion. With this and a few unrelated HVAC issues from this past week cleared up, SARTA should have a much more comfortable administration building.



Wayne County Transit (WCT)

We are starting 2024 by providing 833 trips in January with 65 individual riders. Work trips (84.84%) remain the number one reason people ride with WCT, with personal and medical trips (7.67% and 5.33%) being the number two reasons. The charts below illustrate the WCT ridership trends throughout January and February.

On February 20th, we saw our first trip scheduled for the additional service we contracted through Via. Via worked with a subcontractor, Ace Taxi, to provide extra capacity for WCT. Via officially started providing trips on February 23rd. We saw 11 trips completed by them in February and have spent time in March adjusting hours their hours to meet some of the great need Wayne County has for public transportation. We will further adjust to bring back some evening and night service where CAW/M has identified work trips for 2nd and 3rd shift employees in the next week or so.



Streetcar

We are currently awaiting the completion of the Stark County Regional Planning/SCATS Parking and Transportation study to determine the next steps for Streetcar Planning.

Microtransit Services Provided by Via

We procured Via's services at the end of 2023. They will help us determine the launch of an on-demand style service where passengers can book rides sooner than the current 3-day booking window. This service will help in areas where transit demand is necessary, but a fixed route is not feasible.

On February 20th, we held a half-day workshop to discuss our goals and desired outcomes for this service. We plan to use the SW quadrant of the county to launch a pilot in the coming months. This service will combine traditional demand response and zonal on-demand service. We even plan to use Via to provide rural feeder service into the new Massillon Transit Center, where connections to the fixed routes can be made easily and comfortably.

Projects Coming in 2024

Hydrogen upgrades: We are still working through supply-chain issues to finalize upgrades to the hydrogen compound and fueling stations. This project will include increased fueling capacity, a point of sale for selling hydrogen, and increased storage capacity. It will most likely be completed in several stages throughout 2024 as components become available.

Centralized call center: We are still working with IBI Group and NEORide to finalize our plans to host a centralized call center for northeast Ohio transit authorities that wish to participate in this project. We are still working out the operational and personnel logistics to start this. A similar project was started last year through SORTA in southwest Ohio.

Current administration building renovation: As we complete the new administration building and move staff into it within the next several months, we will be able to understand the needs of the current administration building entirely. It will continue to house two departments – Operations and Customer Service. We have been working with Bowen to come up with a renovation plan that will allow the building to contain some of the same features that were incorporated into the new building, such as increased break space for employees, upgraded restrooms, a new elevator, and more workspaces to reduce the number of shared workspaces where there may be 2-4 people working at a time. The centralized call center is also an essential component of renovating this building to create space for the staff that would help operate it.



Customer Relations

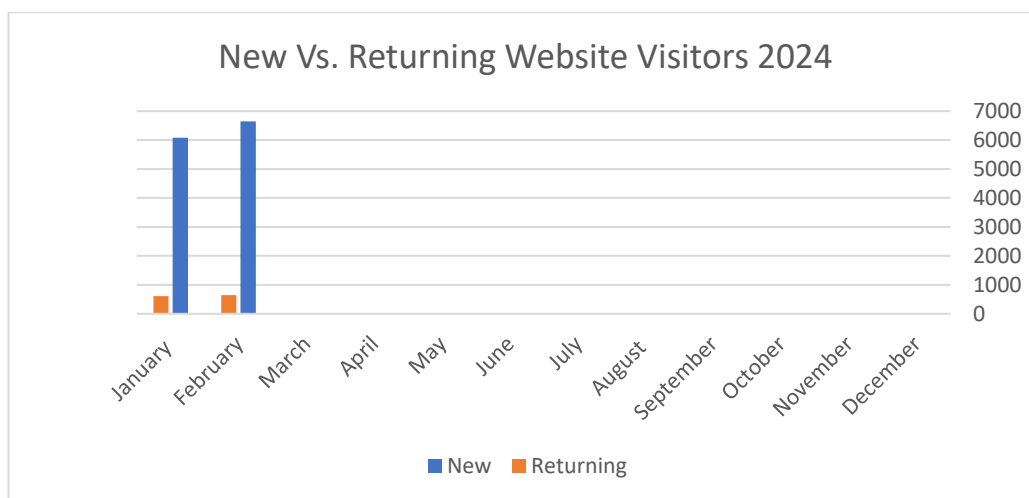
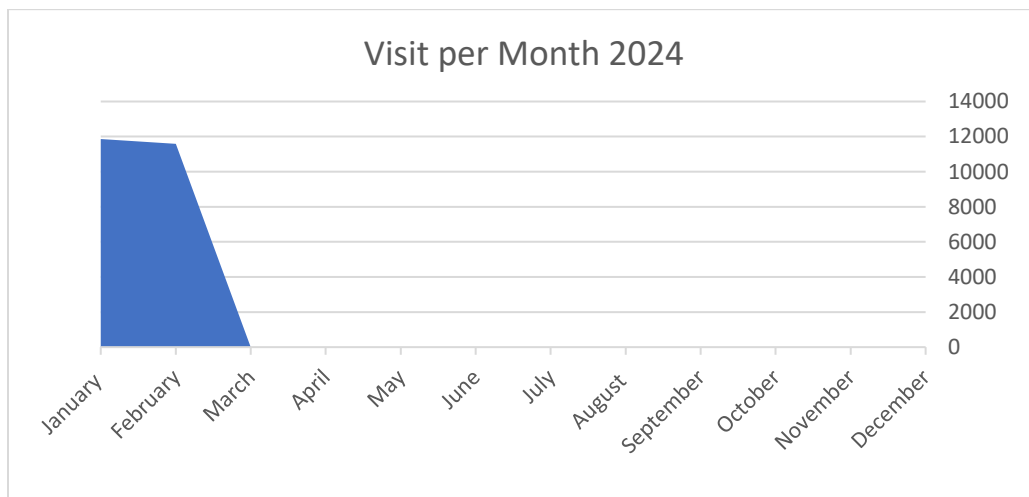
Latrice Virola
Director

February 2024

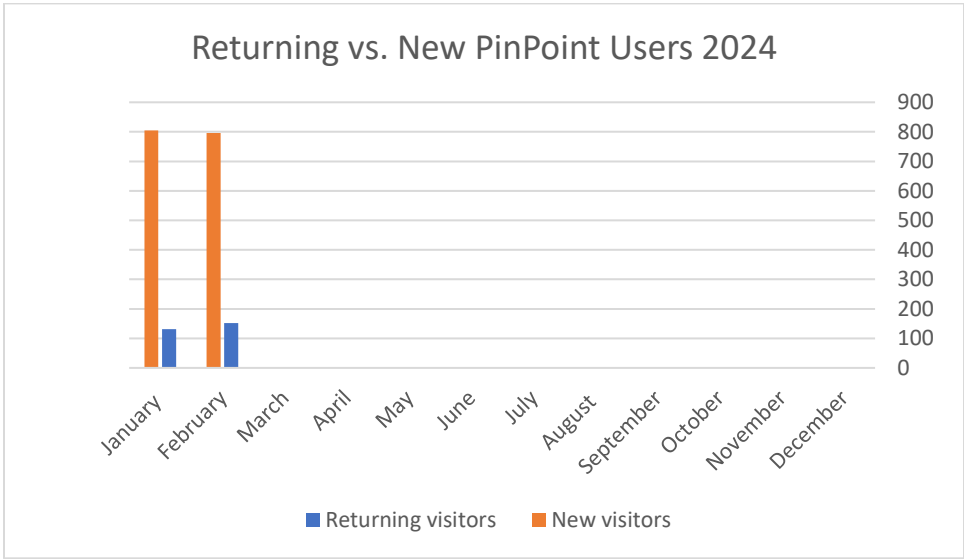
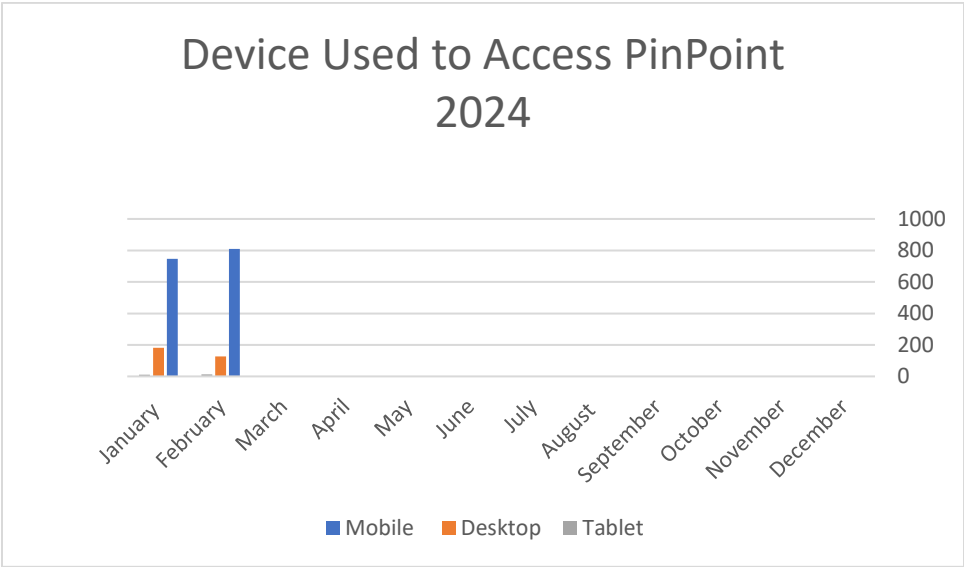
Marketing & Public Outreach

- SARTABuzz
 - 3 Messages
 - 6 New Subscriber
- EZFare Sales:
 - One-Way: \$2,355.75
 - Passes: \$18,606
 - Mixed: \$14.25
 - Pass Count:
 - All Day – 4211
 - Cleveland – 51
 - Proline – 238
 - Proline 10-Ride - 750
 - Regular 31-Day – 133
 - Wayne Co. – 3
- Social Media Activity:
 - Facebook
 - 4,684 likes to our page
 - 5,094 followers to our page
 - 14 new likes
 - 22 posts
 - 4 mentions
 - 4,277 Post Engagements
 - 442 Reactions
 - 81 Comments
 - 124 Shares
 - 439 Photo Views
 - 1215 Link Clicks
 - Twitter
 - 957 followers
 - 1 re-tweet
 - 5 likes
 - 1 Link clicks
 - 212 impressions
 - 8 tweets
 - 1 mention
 - 1 media engagement
 - Instagram
 - 825 total followers

- 17 images
- 111 image/video likes
- LinkedIn
 - 768 total followers
 - 6,842 impressions
 - 1 new follower
- YouTube
 - 159 subscribers
 - 0 shares
 - 195 total views to page
 - 120 minutes watched.
- SARTA Website Activity

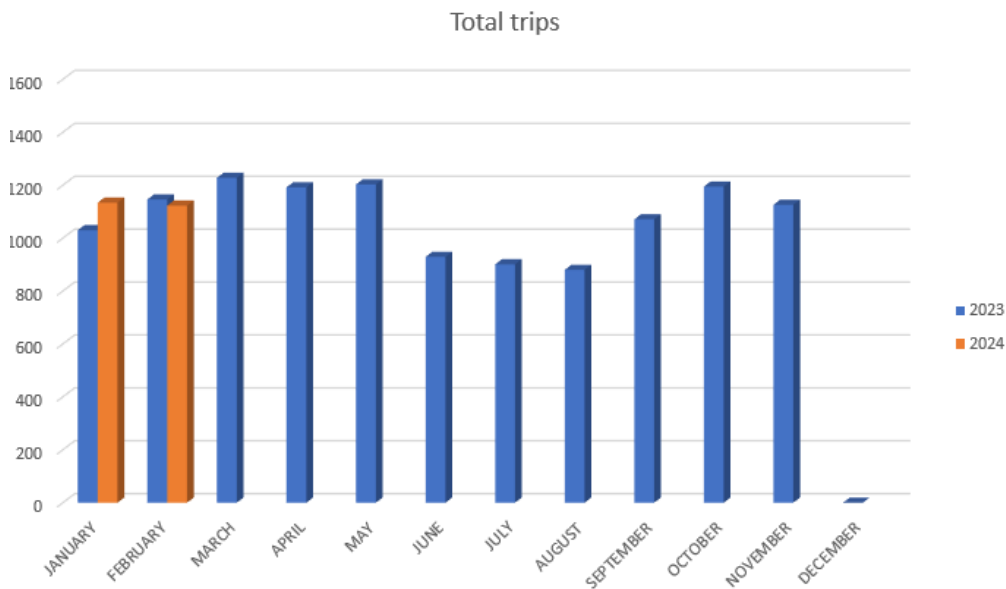


SARTA PinPoint App



Transportation Contracts

SARTA's Contract Services provided 23 less rides February 2024 versus February 2023.



Community Outreach & Training

In the month of February, while our new Outreach Specialist is still in training, 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
 - Travel Training- Malone University
 - Gateway Tour-Fairless High School
 - 2024 Canton Regional Chamber of Commerce Business Expo-Kent State University at Stark Conference Center
 - Inclusion Fair-North Canton Public Library
- Wheelchair Assessments- Stark and Wayne Counties
- Social Media Post and Web Updates
 - Route Detours
 - SCORE Card- SARTA's new Tap Card Payment System
 - SARTA Important updates on Fare Transition
 - SARTA Next Stop Podcast

Answering questions via the phone about using SARTA services.



Information Technology

Craig Smith
Director



PROJECT REPORT

February 2024

PROJECT NAME	PURPOSE	PHASE	EST. COST	% COMPLETE
Installation of JRV Validators for EZFare	SARTA will begin outfitting their revenue fleet with JRV validators to authenticate SARTA riders using the EZFare app for bus fares. Currently, riders show their phone to drivers for visual validation.	Active	\$165,000	69%
Trapeze PASS/FX/BlockBuster V21 Upgrade Project	Trapeze PASS/FX/BlockBuster will be upgraded as a prerequisite for Workforce Management Software (formerly Trapeze OPS).	Active	\$10,500	30%
Massillon Passenger Information Sign Upgrade	The passenger information signs at SARTA's new Massillon transit center are being outfitted with the latest technology that will provide our riders with even more information and visual display, including video.	Active	\$80,000	67%
Enterprise Resource Planning Software Replacement	SARTA will replace its ERP system (Microsoft Dynamics GP 2016 R2) with a modern, intuitive, and customizable system. The ERP RFP is out, and proposals are due by Feb. 12 th , 2024.	Active	N/A	12%

Installation of JRV Validators for EZFare

Project Description and Scope: SARTA will begin outfitting their revenue fleet with JRV validators to authenticate SARTA riders using the EZFare app for bus fares. Currently, riders show their phone to drivers for visual validation in order to board the bus. This tedious process can lead to riders boarding with ‘faked’ fare, such as a screenshot 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:	04/02/2024
<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: The installation of the Masabi JRV production has begun, and to date, we have sixty-seven (67) JRVs installed on buses in the SARTA fleet. Due to the delay in receiving the new buses, we did not meet the goal of installing all of the fleet in 2023. In 2024, we began receiving the new buses and will continue installing the JRVs as the new buses roll in.

Trapeze PASS/FX/BlockBuster Version 21 Upgrade Project

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

Project Approval:	12/25/2023	Project Manager:	Craig Smith
Estimated Project Cost:	\$10,500	(Est. planning, execution, close-out)	
Est. 3 Future Yrs. Operational Cost:			
Execution Project Cost:	\$0.00	Execution Cost to Date:	\$0.00
Execution Start:	2/24/2024	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: SARTA IT will work with Trapeze Group for several months to upgrade several Trapeze modules. The need to upgrade comes from onboarding the new Workforce Management software (formerly Trapeze OPS), in which the upgrade to version 21 is necessary. We have begun the process of creating new servers and will install the latest software for all ten (10) Trapeze modules that need to be upgraded.

Massillon Passenger Information Sign Project

Project Description and Scope: SARTA’s brand-new Massillon Transit Center will come online in March 2024. As one of SARTA’s popular transit hubs, giving passengers even more information was necessary. SARTA chose to purchase MPTV EX37sw from Message Point Media. These displays are the next generation and a powerful content management system that integrates with various software systems and web services. These signs were purchased for the Massillon Transit Center back in 2022.

Project Approval:	10/25/2021	Project Manager:	Craig Smith
Estimated Project Cost:	\$80,000	(Est. planning, execution, close-out)	
Est. 3 Future Yrs. Operational Cost:			
Execution Project Cost:	\$80,000	Execution Cost to Date:	\$80,000
Execution Start:	01/21/2024	Execution End:	03/08/2024
<u>Funding Source for Project Cost</u>		<u>Vendor(s)</u>	
Federal award	80%	Message Point Media	
Local match	20%	Avail Technologies	

Project Status: This project will be completed by March 2024. SARTA IT will provision all six (6) signs, which were installed by the contractor on the project. SARTA IT will work with the sign manufacturer to finish the configuration of each sign. SARTA’s Marketing department will provide the content for the screens, along with the route information.

Enterprise Resource Planning Software Replacement

Project Description and Scope: SARTA will be replacing its current ERP system (Microsoft Dynamics GP 2016 R2) with a modern, intuitive, and customizable system.

Project Approval:	10/25/2023	Project Manager:	Craig Smith
Estimated Project Cost:	N/A	(Est. planning, execution, close-out)	
Est. 3 Future Yrs. Operational Cost:			
Execution Project Cost:	N/A	Execution Cost to Date:	N/A
Execution Start:	TBD	Execution End:	TBD
<u>Funding Source for Project Cost</u>		<u>Vendor(s)</u>	
Federal award	80%		
Local match	20%		

Project Status: This project is in the RFP stage. Proposals were due Feb. 12th, 2024, at 3 PM EST. The evaluation team has scored the bids and is currently in the process of narrowing down the vendors whom we will ask to demonstrate their system in the next few weeks.



Human Resources

Tammy Marie Brown
Director

Human Resources

As of February 29, 2024

Resignations, Terminations, and Probation Releases

Retirement	Termination	Resigned
1	1	0

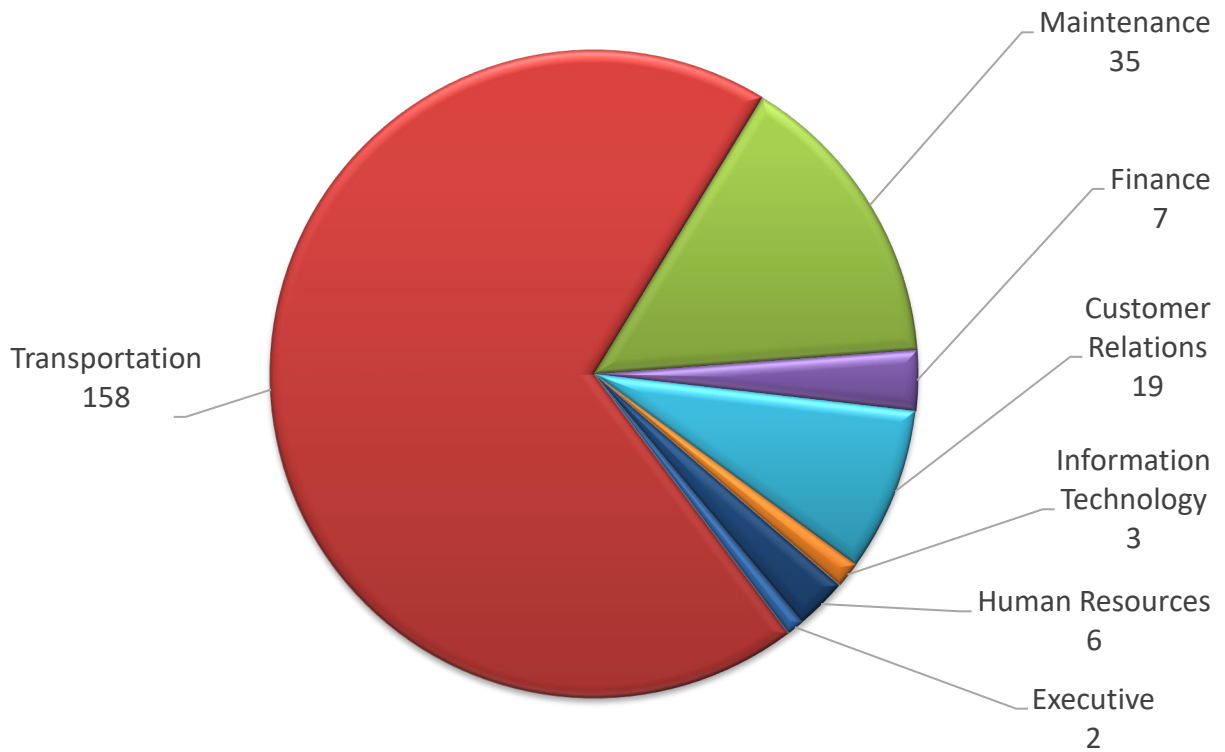
Current New Hires and Promotions

Name	Position
Nathan Perkins	Maintenance Technician C
David Krickhan	Maintenance Technician C
Michelle Harrison	Dispatcher (Promotion)
Sharonda Brown	Road Supervisor (Promotion)

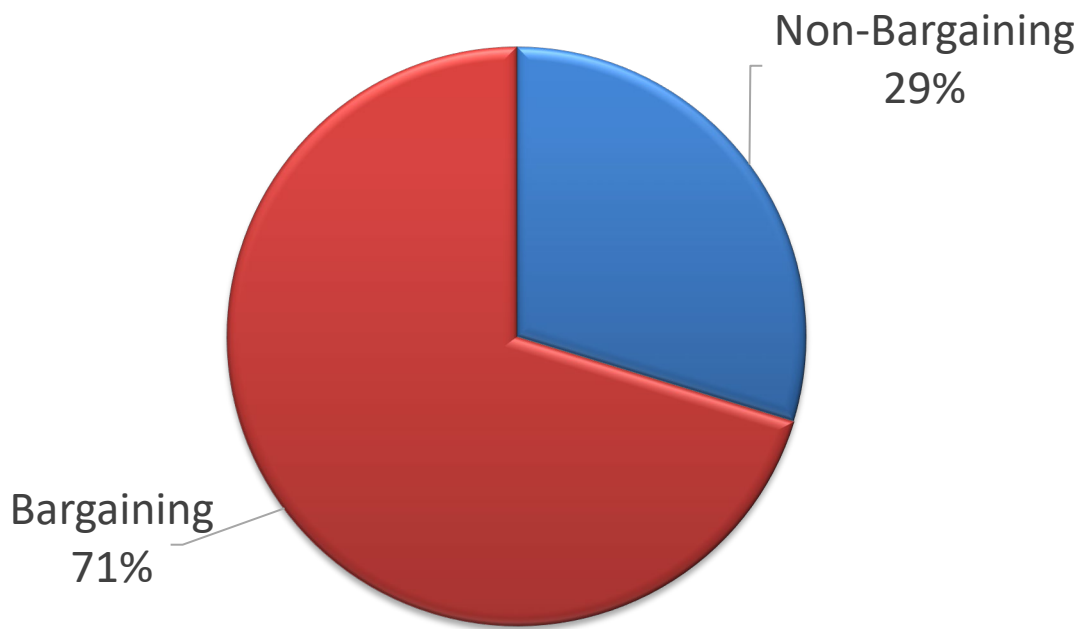
Current Staffing

Employees			
Department	Non Bargaining	Bargaining	Total
Executive	2	0	2
Transportation	19	139	158
Maintenance	12	23	35
Finance	7	0	7
Customer Relations	19	0	19
Information Technology	3	0	3
Human Resources	6	0	6
Total	68	162	230

Workforce Breakdown



Workforce Breakdown



FMLA / Short-Term Disability

FMLA/Continuous Leave/Transitional work

- 0 on transitional work
- 6 employees on FMLA continuous leave
- 13 employees on FMLA intermittent leave
- 5 employees on Short-Term Disability

General Human Resources Functions

- 15 team members signed up for the six-month Weight Watchers app and meeting access, which is a benefit offered through our Health Transit Pool.
- The First Quarter Wellness Challenge will end on April 1st.

Training

- 4 New CDL drivers tested last week and obtained their CDL.
- New CDL class completed their training on 3/22/2024 and will begin on the Extra Board on 3/25/2024.
- New CDL class of 11 began on 3/4/2024.
 - 4 of them already have their CDL license.
 - 7 will need to test for their CDL license in the coming weeks.

Talent Acquisition

- Class "C" Maintenance Technician will be beginning employment on 3/25/2024.
 - Maintenance Supervisor will be starting 3/11/2024 (Promotion from Road Supervisor).
 - 11 CDL Coach Operators will be beginning employment on 3/4/2024.
-



For Your Information

What's in store in 2024 in Massillon? New Wampler Park splash pad, SARTA station

Steven M. Grazier Massillon Independent

Published 5:36 a.m. ET Jan. 26, 2024 | Updated 5:36 a.m. ET Jan. 26, 2024

Key Points

Business openings, a new SARTA station and splash pad and major road improvements are some 2024 highlights in Massillon.

The Jake Roberson memorial splash park is expected to open at Wampler Park in time for summer use.

A large manufacturing company in Massillon is planning a major operations and expansion that would create hundreds of new jobs.

Editor's note: The Canton Repository asked leaders in each of Stark County's 17 townships, 11 villages and six cities to share some highlights about what's in store for 2024 in their communities.

The responses include the return of some family-friendly events, park upgrades, a variety of new businesses and some much-needed improvements to roads. We will be presenting these community highlights to you throughout the upcoming months.

MASSILLON – Expect to see a new splash pad at Wampler Park and a fresh Stark Area Regional Transit Authority bus station this year, as some long-awaited Massillon projects break ground and others come to fruition.

Here's a snapshot of what's in store for 2024 in the city with more than 32,000 residents:

Jake Roberson Memorial Splash Pad targeted for mid-2024

The Jake Roberson Memorial Splash Park is planned for Wampler Park, 1818 Main Ave. W, and the goal is to have the facility operational by spring.

The park has 19 acres. Restrooms are to be upgraded as part of the project. Ample parking, a playground and pavilion also have made Wampler attractive.

The estimated cost is \$1.1 million. State grants and private donations make up the bulk of funding. The Roberson family has made a \$100,000 donation toward the project. In addition, \$300,000 has been set aside via American Rescue Plan Act funding.

Jake Roberson was a springboard diver who graduated in 2005 from Washington High School, earning a scholarship to Drexel University, and later landed a spot as a team diver at Sea World. He drowned in 2017 while living in California.

State of the City: Massillon Mayor Slutz outlines 2024 goals with animal control, traffic patrol on list

New faces in Massillon government include mayor, City Council members

For the first time in a dozen years, Massillon has a new face in the mayor's office.

On Nov. 7, Jamie Slutz, a Republican, defeated incumbent Democrat Kathy Catazaro-Perry. He was sworn into office Dec. 30.

New leadership: Massillon Mayor-elect Jamie Slutz bringing new faces to his staff

Slutz, a former at-large city councilman, is Massillon's first Republican mayor in nearly 35 years. Delbert "Skip" Demmer was a GOP mayor prior to the election of former Democrat Mayor Frank Cicchinelli.

On City Council, Democrat Eric Ray is the new Ward 2 councilman after winning his November election. Sarita Cunningham, a Republican, rejoins council in an at-large position. She is a former Ward 1 council member.

Mike Slater, a Republican, started Jan. 1 as president of City Council.

Last week, former city code enforcement officer Jim Johnson was tapped by Stark County Democrats to fill an at-large council vacancy.

Former Stark County Prosecutor John Ferrero, a Democrat, has taken over the office of Massillon auditor. He replaced retired Auditor Jayne Ferrero, who's his sister-in-law.

SARTA looks to open new Massillon transit center in early March

The Stark Area Regional Transit Authority bus station taking shape on Tommy Henrich Drive NW is in line for an early 2024 finish.

Work on the \$5.1 million project began a year ago and is expected to conclude in the coming weeks, said Clayton Popik, SARTA's director of development and special projects.

"March 8 is our tentative occupancy date," said Popik, adding that SARTA riders can expect a "seamless transition" when the bus center opens.

"Our routes will shift from the temporary [adjacent] site to the permanent site," Popik added.

Massillon has an average of 500 bus passengers per day, according to SARTA data. The new city station, which is visible from state Route 21, is located at 227 Tommy Henrich.

The facility will also have two electric car charging stations and a 20-car parking lot.

New businesses opportunities, openings this year in Massillon

Massillon Director of Development Ted Herncane is working with a pair of unspecified companies looking to relocate to the city, according to Slutz, who updated city officials Jan. 16 with his first State of the City address.

In addition, a local manufacturing business has a major expansion of operations on its radar, which would result in around 300 new jobs.

More details could come within the next couple of months regarding the move, Herncane said.

"This is a large manufacturing group looking at a significant increase in operations," he said.

Other new businesses in 2024 will include the opening of a Panda Express, Starbucks and Consumers Bank on the city's east side.

Wales Road, Erie Street S among multiple Massillon road upgrades

The multi-year effort to widen and improve Wales Road NE is expected to finish in June.

The project is part of a more than \$7 million effort to resurface and widen a 1.4-mile stretch of Wales Road from Lincoln Way E to Hills and Dales Road NE. The bulk of the effort is being paid for through grants, with the city picking up about \$1.4 million. The city's share is coming out of the Massillon Marketplace tax-increment financing, or TIF, district.

A recent project has improved a highly-traveled section of Erie Street S, stretching from Lincoln Way to Tremont Avenue SE.

New sidewalks, curbs, ADA ramps, decorative street lighting, pedestrian movement enhancements and pavement are additions.

A similar project is in the works for sections of Lincoln Way W, Charles Avenue SE and Lake Avenue NE.

Reach Steven at steven.grazier@indeonline.com. On Twitter: @sgrazierINDE



Resolutions

Stark Area Regional Transit Authority

Resolution #_____, 2024

A Resolution To Dispose Of Obsolete And Unusable Vehicles

WHEREAS, this resolution authorizes the Executive Director/CEO to dispose of Obsolete and unusable transit vehicles; and

WHEREAS, there are a total of two (2) obsolete or unusable transit vehicles to be disposed of, including the following;

Bus Number	Make	Reason for Disposal	VIN
1187	Gillig	EXCEEDED USEFUL LIFE	15GGB2718B1178597
1190	Gillig	EXCEEDED USEFUL LIFE	15GGB2714B1178600

NOW, THEREFORE, 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

Stark Area Regional Transit Authority

Resolution # _____, 2024

**A Resolution To Enter Into A Memorandum Of Understanding Between Stark Area
Regional Transit Authority And NEORide For The Responsibilities Regarding The
Strengthening Mobility And Revolutionizing Transportation Grant**

WHEREAS, SARTA is the lead applicant for the U.S. Department of Transportation's
Strengthening Mobility and Revolutionizing Transportation Grant (SMART Grant); and

WHEREAS, Stark Area Regional Transit Authority (SARTA) agrees to pay NEORide one
hundred seventeen thousand five hundred dollars (\$117,500) and other responsibilities as
described in the Memorandum of Understanding (MOU); and

WHEREAS, NEORide will work cooperatively with SARTA and all other agency
partners on project management and completion and other responsibilities as described in
the MOU; and

NOW, THEREFORE, BE IT RESOLVED by the Board of the Stark Area Regional Transit
Authority that the Board President has the authority to enter into a MOU with NEORide for
SMART Grant Responsibilities and Obligations.

Date

Board President

Secretary-Treasurer

MEMORANDUM OF UNDERSTANDING
BETWEEN
STARK AREA REGIONAL TRANSIT SYSTEM
AND
NEORIDE

This Memorandum of Understanding (MOU) is made by and between the Stark Area Regional Transit System, 1600 Gateway Blvd. SE, Canton, OH 44707 and NEORide, One Park Centre Drive, Suite 300, Wadsworth, OH 44281.

SECTION 1: PURPOSE

1.1 The purpose of this MOU is to establish the respective responsibilities of the parties with regard the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant awarded by USDOT and to set forth the rights and duties of the parties as a result of that obligation.

1.2 The Stark Area Regional Transit System (SARTA) is a political subdivision of the State of Ohio and is authorized to provide transit service to the citizens of Stark County by Sections 306.01 or 306.30 et seq. of the Ohio Revised Code.

1.3 NEORide is a Council of Governments established by the State of Ohio pursuant to Section 167.01 of the Ohio Revised Code. NEORide consists of over 30 transit agencies in Ohio, Kentucky, Michigan, West Virginia, Indiana, Pennsylvania, and Arkansas.

SECTION 2: OBLIGATIONS OF THE STARK AREA REGIONAL TRANSIT SYSTEM

- 2.1 Agrees to work with USDOT to execute any necessary contracts and provide any necessary reporting.
- 2.2 Agrees to maintain and accurate accounting of all grant funds and make quarterly reports to NEORide for funds expended.
- 2.3 Agrees to sign contracts with additional awarded vendors and sign any necessary contracts as approved by SARTA's legal counsel.
- 2.4 Agrees to pay NEORide \$117,500 for work completed as described in the awarded project and budget narrative attached hereto.

SECTION 3: OBLIGATIONS OF NEORIDE

- 3.1 Agrees to work cooperatively with SARTA to make information available for all USDOT required reports.
- 3.2 Agrees to work cooperatively with all transit agency partners including SARTA, WRTA and BCRTA to execute the project outlined in the grant application.
- 3.3. Agrees to provide project management and oversight to other named vendors in the grant including the Ohio Transit Risk Pool (OTRP), CALSTART, Perrone, and the Transportation Learning Center.
- 3.4. Agrees to executive tasks outlined in the attached project and budget narrative.

SECTION 4: TERM; NOTICE

- 4.1 Service will begin upon SARTA's execution of required USDOT contracts. The MOU shall be completed within 18 months.

SECTION 5: TERMINATION

- 5.1 SARTA or NEORide may terminate this agreement with 60 days' written prior notice without cause.

SECTION 6: GENERAL PROVISIONS

- 6.1 This MOU constitutes the entire MOU between the parties, and any changes or modifications to this MOU shall be made and agreed to by all parties in writing.
- 6.2 Neither this MOU nor any rights, duties, or obligations described herein shall be assigned by any party hereto without the prior express written consent of the other party.
- 6.3 This MOU shall be construed and interpreted, and the rights of the parties determined in accordance with the laws of the State of Ohio. To the extent that the NEORide or SARTA is a party to any litigation arising out of, or relating in any way to, the MOU or the performance thereunder such an action shall be brought only in a court of competent jurisdiction in Stark County, Ohio.

SECTION 7: SIGNATURES

7.1 Any person executing this MOU in a representative capacity hereby represents that he/she has been duly authorized by his/her principal to execute this MOU on such principal's behalf.

IN WITNESS WHEREOF, the parties have executed this MOU as of the day and year last written below.

RECIPIENT

SARTA

By: _____

Ronald Macala, Board President

NEORide

By: _____

Ben Capelle, Board President, NEORide

By: _____

Ryan Spitzer, Legal Counsel, NEORide

Project Narrative (v 3.0) | SMART Rider: Advanced Safety Technologies for Transit

a. Overview/Project Description. Advanced vehicle safety and intersection management systems prevent death and injuries by reducing the number of accidents and the serious nature of those that cannot be avoided. Today, a little more than 33% of a new light-duty vehicles sold have these fully commercialized technologies, and they are not yet available as standard features on most transit vehicles. According to the National Highway Traffic Safety Administration (NHTSA), 94% of serious crashes are due to human error. An estimated 60% of the injuries and deaths could be avoided with the use of advanced vehicle safety technologies according to the National Safety Council (NSC) Using 2022 FTA National Transit Database (NTD numbers), advanced vehicle safety systems could have prevented more than 4320 transit related injuries and 65 transit related deaths across the U.S Safety is a primary concern for transit authorities and bringing this number to zero is a number one goal.

In order to solve the real-world problem of serious vehicle crashes through the use of advanced vehicle safety and intersection management systems Stark Area Regional Transit Authority (SARTA), operating in Stark County located in Canton, Ohio, in partnership with NEORide, Butler County Regional Transit Authority (BCRTA), Western Reserve Transit Authority (WRTA), and the Ohio Transit Risk Pool (OTRP), along with industry partners CALSTART, Perrone Robotics, and the International Transportation Learning Center (ITLC), is applying for funding for the SMART Rider project. All 3 transit are transit partners of NEORide, a Council of Government consisting of 25 transit agencies across 5 states (Arkansas, Kentucky, Michigan, Ohio, and West Virginia). This project proposal is focused on improving transportation safety through collision avoidance using advanced vehicle safety technologies to improve alerts and warnings, crash mitigation, and driving assistance. With integration of vehicle safety features including lidar, radar, cameras, and sensors onto publicly owned revenue service transit vehicles, these features that are part of Perrone's TONY/MAX system package will enable transit drivers to operate vehicles more safely and effectively by improving how they react to dangers including intersection management where there is the highest risk for a crash to occur with the use of technology but without the need for dedicated short range communication (DRSC) equipment. These proven technologies used in the light-duty market are ready to become standard features on transit vehicles, and this project will generate robust performance metrics to support that and position the technology to be deployed at scale. Here the technology will be integrated on to buses with a driver behind the wheel for collision avoidance purposes only. These buses will be operating in rural and urban areas, including university towns and suburban downtown areas. Input and feedback will be collected throughout the project from both the transit operators and drivers so that the project team can monitor and adjust to gain acceptance of the technologies. Their input will also be used to develop training programs in partnership with key stakeholders at universities, colleges, and other educational centers.

The primary goal of this proposed demonstration project is to evaluate the effectiveness of and enhanced transit fleet safety from integrating advanced vehicle safety technologies on to vehicles in transit fleets; preventing death and injuries by reducing the number of accidents and the serious nature of those that cannot be avoided. This project utilizes two SMART grant technology areas - **Connected Vehicles** and **Systems Integration** - and addresses the need for collision avoidance on transit vehicles by retrofitting up to 3 vehicles (Ford e450 and Gillig 35' platforms) within each transit partner's current operating fleet vehicles with the TONY/MAX advanced vehicle safety

system package. This system will enable collision avoidance on publicly owned transit vehicles that can also support bus yard management and includes data logging and telematics features that will allow the project team to collect data that will be shared following a Data Management Plan developed in accordance with the Public Access Plan and as provided in the FY23 SMART Grant NOFO. This project works to greatly enhance transit safety for a fraction of the cost that a transit would pay for a new vehicle with all of the same features today, which includes eliminating the cost of DSRC equipment and installation at intersections. In Stage 1 when we gain driver's acceptance of the technology and do not find any barriers, the project team will have information to build out fully realized implementation plans to take the lessons learned and metrics that were captured in Stage 1 and enlarge the scope by applying the same technology to up to 40 additional vehicles to provide a greater dataset for analysis while also enabling bus yard management in Stage 2. The bus yard management will use the same TONY/MAX technology (Stage 1) and integrate with commercially available yard management systems. The data and learnings from this project across both stages will be collected and stored to help to inform industry of the benefits of advanced vehicle safety technologies in real-world applications in a four-season deployment with varying operational domains across the transit partners located throughout Ohio.

b. Project Location. This project will be conducted as a regional partnership with 3 NEORide transit agencies that are all operating in areas that contain partially disadvantaged areas (88.32%) across Ohio. The project location spans 92 disadvantaged census tracts. The primary location for this project is at SARTA in Canton, Ohio who operates throughout Stark County. Other project locations include Butler County (BCRTA) and Mahoning County (WRTA). Using CEJST the percentage disadvantaged population in each of the operating areas are 87.59%, 86.55%, 90.82% respectively for a total project area average of 88.32%. These locations include both rural and urban areas, and individually are mid-sized communities, but as a regional partnership, they compose a large community. A KML project location file has been included to show a visual reference of the project location (see Appendix IV).

c. Community Impact. This project's regional partnership is composed of 3 eligible applicants located in the state of Ohio whose combined service area population is a large community; Stark, Butler, and Mahoning have an estimated 986,713 in total populations as of 2022: 372,657, 388,420, and 225,636 respectively. An estimated 88.32% of the project area's population is considered disadvantaged. The deployment of the advanced vehicle safety technologies will result in measurable improvement in safety performance among participating transit agencies, resulting in at least a 60% reduction in accidents and incidents, as reported by the NSC in injuries, property damage and potentially deaths. **Safety:** Investments by transit agencies in vehicle technologies can increase safety and public trust in transit, which builds ridership and also reduces accidents, incidents, and related costs. According to the FTA's NTD, there were 5,846 collisions, 115 fatalities, and 7,211 injuries reported for transit in 2022. This project works to bring those numbers closer to zero. **Climate Change and Sustainability:** The reduction of greenhouse gas emissions is a particularly important tangential outcome for this project as transits work to increase ridership and thus reduce use of single-owner vehicles across their communities. Improved safety and reliability of transit has been shown to increase ridership. **Workforce Development:** Increased ridership will also result in the creation of more transit-related jobs across the project communities and will increase access to safer and affordable transportation for workers to commute to work, school, medical appointments, and training opportunities. **Equity and J40 Initiative:** Because public transit is utilized more heavily by lower income community members, benefits from transit

improvements will accrue more significantly to the disadvantaged communities across Stark, Butler, and Mahoning Counties. The transit partners operate in areas of high environmental and transportation disadvantage that fall within the 90th percentile along with some of the highest poverty rates in the nation. The project area covers 92 census tracts that are J40 Disadvantaged Communities. Transportation and environmental disadvantaged numbers are especially high within the project area in terms of population, on average 88.32% of the population belong to the J40 disadvantaged population. The influence of these negative externalities would be measured using quantitative methods included cost of claims, cost of operations, and cost of risk; all of which should decrease over time.

d. Technical Merit Overview

1) Identification and Understanding of the Problem to Be Solved. The primary goal of this proposed demonstration project is to evaluate the effectiveness of and enhanced transit fleet safety from integrating advanced vehicle safety technologies on to vehicles in their fleets; preventing death and injuries by reducing the number of accidents and the serious nature of those that cannot be avoided. In 2022, Americans took **6.19 billion** trips on public transportation; 34 million times each weekday, people board public transportation. Public transportation is a \$80 billion industry that employs more than 420,000 people. More than 6,700 organizations provide public transportation in the U.S. While transit operators are trained experts on vehicle safety, even the safest driver cannot avoid all collisions. Advanced vehicle safety features integrated onto transit vehicles have enormous potential to increase safety while reducing risk or even eliminating collisions altogether by assisting operators and providing alerts or warnings of potentially dangerous situations based on findings from vehicles equipped in the light-duty market. This project is needed to bring those benefits from the light-duty market to public transit. Each of the following advanced vehicle technologies re included in this project and will provide benefits to transit:

- **Cruise Control**, when used correctly, contributes to a number of safer driving benefits by controlling the vehicle's speed so there is less risk of the driver accelerating and speeding past other drivers, and reducing the potential for erratic driving behavior while also improving fuel efficiency by reducing or event eliminating unnecessary accelerations and decelerations.
- **Adaptive Cruise Control**, when used properly, reduces the number of vehicle collisions by up to 14% based on the Insurance Institute for Highway Safety (IIHS) data. It does so by controlling the distance between moving vehicles to a safe distance with automatic speed adjustments.
- **Forward Collision Warning** reduced 50% of front to rear crashes, 56% front to rear with injuries, 41% large truck front to rear crashes, as well as 14% claim rates for damages to vehicles, 24% claim rates for injuries to passengers in other involved cars according to a National Safety Council (NSC) Highway Loss Data Institute and IIHS study.
- **Lane Keeping** reduced head on collisions by 11% and injury crashes resulting from a head on by 21% according to a NSC Highway Loss Data Institute and IIHS study.
- **Data Logging** provides the ability to analyze or visualize vehicle statuses and in the event of an accident it records information before, during, and after a crash. Data elements such as vehicle dynamics such as speed and braking status, and safety system performance. The data recorded provides future benefits for improved safety technologies.

2) Appropriateness of Proposed Solution. Analysis of the National Motor Vehicle Crash Causation Survey, conducted by the National Highway Traffic Safety Administration, shows that driver error is a factor in more than 94% of crashes. Although it is important to remember that multiple factors contribute to all crashes, the largest portion of driver error crashes involve the driver failing to recognize hazards. Without the technology proposed in this project, these damages, injuries, and fatalities will continue. Since as early as 1980, most of the advanced vehicle safety technologies available have been proven to identify and react to potential hazards faster than a human driver across the light-duty market. These technologies are primed and ready to be deployed on transit vehicles, where the technology is not yet a standard feature. Integration and demonstration of these advanced vehicle safety technologies with transit will allow the project team to gather real-world data, to demonstrate the efficacy of these technologies on transit vehicles, and to document the impacts and benefits of these technologies in the field.

Safety is the number one priority for public transit, and while transit vehicles operate in all kinds of conditions from rural dirt roads to paved city streets in densely populated areas, no matter the operating environment, there are unlimited conditions that can lead to a crash. Advanced vehicle safety systems have been proven to mitigate or eliminate the risks of a crash by aiding and warnings and alerts to the operator. These technologies support intersection management and, after having been proven across the light-duty market, are ready to be standardized for the transit market, which data and reporting from this project can help to inform. Until drivers have a means to control everything moving and operating outside the transit bus, improved safety system integration is critical.

3) Expected Benefits. It is expected that having the TONY/MAX system installed in transit buses will result in a reduction of at least 60% in annual accidents and incidents (based on case studies performed in the light-duty market over the last decade) and will limit disruption of transit service due to such incidents and reduce losses and insurance claims. Ancillary benefits such as enhanced public perception of transit service and the potential for increased ridership (targeting at least a 5% annual increase) are also expected. This Stage 1 project also provides an opportunity to measure the actual impacts in public perception, ridership, and incident / loss data from these improvements. Each measure will be evaluated quantitatively to capture and validate the expected benefits. The data gathered in this project will also serve as a valuable resource to the Department of Transportation and other transit authorities seeking to improve safety while increasing ridership and expanding routes to encourage commuters to utilize public transportation. Reduced accidents, claims and losses will lower operating costs and are projected to result in a significant reduction in insurance costs and/or claims payables.

e. Project Readiness Overview

1) Feasibility of Workplan. This project as proposed is ready to begin the moment it is awarded. The project partners have already met on several occasions developing the project concept and the technology proposed is off the shelf and ready for installation. SARTA, in partnership with BCRTA, NEORide, and the OTRP, along with their industry partners CALSTART, Perrone Robotics, and ITLC, has developed a comprehensive and realistic workplan to deliver a scope of work aligned with the SMART 2023 goals and objectives, focused on evaluating the effectiveness of enhanced transit fleet safety by integrating advanced vehicle safety technologies on to vehicles in their fleets; preventing death and injuries by reducing the number of accidents

and serious nature of those that cannot be avoided. Improvements will be measured to comparing baseline crash data to data collected after a year of operating with the advanced vehicle safety technologies. The \$2,995,000 **project budget** (Federal: \$1,975,000 / Non-Federal: \$1,020,000) supports the four task **workplan**: Task 1 - Administration, Task 2 - Stakeholder Outreach, Task 3 – Vehicle Retrofit, and Task 4 - Operations, Data Collection, Analysis, and Reporting. (See Appendix II for Budget Narrative)

Project Timeline (Gantt Chart)

	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
	P	A	U	U	U	E	C	O	E	A	E	A	P	A	U	U	U	E
	R	Y	N	L	G	T	P	V	C	N	B	R	R	Y	N	L	G	P
TASKS	Q1	Q2	Q3	Q4	Q5	Q6												
1.0 Administration																		
1.01 Project management, administration, and oversight																		
1.02 Project planning, project management plan, stakeholder plan																		
1.03 Project reporting (quarterly), recordkeeping and invoicing the grantor																		
2.0 Stakeholder Outreach																		
2.01 Outreach and engagement																		
2.02 Obtain multi-transit agency MOU or Letter of Commitment																		
2.03 Public facing website																		
2.04 Develop training materials/documentation																		
3.0 Retrofit Vehicles with TONY/MAX																		
3.01 Send vehicles to location for retrofit as needed (limited)																		
3.02 Perform retrofit																		
3.03 Vehicle / system testing																		
3.04 Return vehicles to agencies as needed (limited)																		
3.05 Final acceptance																		
4.0 Operations, Data Collection, Analysis, and Reporting																		
4.01 Prepare Implementation Report																		
4.02 Prepare Evaluation and Data Management Plan																		
4.03 Operate vehicles																		
4.04 Data collection																		
4.05 Quarterly data reporting																		
4.06 Conduct program evaluation (if required)																		
4.07 Perform data analysis																		
4.08 Knowledge transfer activities																		
4.09 Final Reporting																		

Work and responsibilities within these tasks are distributed across project partners via a detailed plan in the Statement of Work. The Gantt chart shown captures the scope of work and schedule for this demonstration project. At this time, this project will not require any exemptions, waivers, permits or special permissions, and the project team will work to meet all **legal, policy and regulatory requirements** throughout the project.

2) Community Engagement and Partnerships. The project team has incorporated a comprehensive plan of community engagement that provides education and information about the project before, during, and after the demonstration. The team will leverage the outreach plans and established relationships of each of the partner transit authorities in addition to specific plans and activities supported as part of the project. The engagement activities for this project will be focused on enabling/accelerating advanced vehicle safety technology deployments at a national level. With their national influence, CALSTART will lead industry and key stakeholder engagement activities. These efforts will be augmented at the regional level by partner NEORide, that plans, promotes, furthers, and enhances transportation options through cooperative arrangements and coordinated action.

For **training and education program development**, this project will also leverage already strong advanced vehicle education programs at The University of Akron, University of Cincinnati, and at Stark State College. These represent strong examples of programs that provide innovative educational opportunities to the workforce; preparing students for the next generation of vehicle technology. ITLC will lead the creation of these partnerships for workforce development and training programs. The project team will leverage these existing programs and partnerships as well as with other education and training institutions across the state of Ohio. Both skills and academic training needed to meet future needs of the industry offer workforce development opportunities to a diverse population with a focus on the historically underrepresented groups.

Providing Access for Riders with Disabilities and ESOL individuals is a critical element of this project seeks to improve safety and efficiency for all riders. This is particularly important for disabled riders, who rely on public transit. Among participating transit agencies, ridership of people with disabilities was as high as 13% in 2020. The integration of the advanced vehicle safety technologies will only serve as a benefit and have no negative impacts on these populations for

which public transit is critical. A critical part of our engagement and information activities before, during and after this project is to ensure that these populations are included and that our materials and outreach are accessible to these populations and that their impressions, experiences, and feedback are captured as part of the final report. All data and feedback collected will be consolidated in a final report on the project, its progress, and its benefits.

3) Leadership and Qualifications. The entire project team are recognized leaders in public transit and in expanding the use of public transportation to address climate concerns and improve quality of life for residents in the communities they serve. NEORide is successfully breaking down artificial boundaries, streamlining operations, and making it easier for riders to use public transit to travel across Ohio and beyond. Their success is shown in the growing number of transit partners across 5 states. OTRP, formed almost 30 years ago, has been working to reduce Ohio public transit members' risk by providing shared solutions. CALSTART, has been a recognized national leader in transportation programs for well over 30 years, advancing technology, informing policy, and breaking down barriers to clean transportation from coast to coast. They have managed billions of dollars of initiatives and projects to grow the clean transportation technology industry. Perrone Robotics has more than a decade of extensive expertise in advanced vehicle safety systems with a targeted support of transit. Project partner ITLC, who has an advanced Technologies Workforce Development plan that has identified significant training and job growth opportunities as transit vehicles become more advanced, will lead the training and education tasks. Currently, there are concerted efforts to scale up training programs across these job growth areas. Resumes of each of the key partners has been provided (see Appendix I) and each organization has provided a Letter of Commitment capturing their dedication to this project's success (see Appendix III).

In addition, these partners, as well as the participating transit agencies, have established working relationships that maximize the probability for project success. Key personnel who will be leading this project each bring decades of expertise, experience, and demonstrated performance to deliver a successful demonstration project that could make a real difference in expanding safe and efficient public transportation in these and other communities across the nation. Members of this team have successfully worked together on multiple projects. Most recently, several of the same partners, led by NEORide, successfully closed out a \$1.9M FTA IMI multi-year grant to fund the purchase and installation of validators for use with the EZfare mobile ticketing platform and ticketing integration for 10 transits with Transit app, Moovit, Uber, data collection, and survey research, and the development of an innovative alternative payment application that will enable users to pay for transit and other transportation services using their phone or a "smart card" rather than cash. This project team is committed to the success of Stage 1 of this proposed project and the growth and continuation into Stage 2 and beyond.

SMART Rider – SARTA Budget Narrative

SARTA is requesting \$1,995,000 of the \$2,995,000 total project cost, where \$1,020,000 in local in-kind match (\$400,000 – SARTA applicant and \$620,000 – transit partners BCRTA and WTRA) . The in-kind local match will come from the current value of the revenue transit buses that will be used for the project from each agency. These vehicles are available for immediate obligation. The total Federal funding request of \$1,995,000, will cover the 18 month project for all personnel support for the project, travel expenses to/from the 3 transits for 2 trip each, 2 persons ,and 2 trips to DC, 2 persons for in person meetings, and equipment costs for the TONY/MAX advanced safety equipment.

Project Plan: Below is the project plan that describes the key milestone events and timing for the 18-month project:

SMART Rider Project Plan	Date
Task 1: Administration	
Contract Execution with DOT and Obligation of Funds	4/15/2024
Administration and Program Management Begin	4/15/2024
Execute Partner Contracts	4/16/2024
Project Reporting Begins	5/1/2024
Task 2: Stakeholder Outreach	
Conduct Workforce Needs Assessment Begin	5/1/2024
MOU with transit agencies	5/15/2024
Public Outreach Plan Begins	6/1/2024
Develop / Inform Training Materials and Partnership Plan	5/1/2024, 10/1/2024, 5/1/2025
Task 3: Retrofit Vehicles with TONY/MAX	
Send Vehicles out (as needed) for Retrofit	7/1/2024
Retrofit Begins	7/8/2024
Vehicle / System Verification Testing Begin	8/1/2024
Return vehicle to Agencies Begin	9/1/2024
Retrofits Complete	1/1/2025
Vehicle / System Verification Testing Complete	3/1/2025
All Vehicles Returned to Agencies	4/1/2025
Final Acceptance	4/1/2025
Task 4: Operations, Data Collection, Analysis, and Reporting	
Prepare Implementation Report	4/15/2024
Prepare Evaluation and Data Management Plan	5/13/2024
Vehicle Revenue Operations Start	10/1/2024
In service Data Collection and Analysis Begins (12-months)	10/1/2024
Knowledge Transfer Begins (8 months)	2/3/2025
Data Collection and Analysis Ends	10/31/2025
Final Reporting	10/31/2025

The project will span a period of 18 months or six quarters. Below are the details of each quarter's estimated spend:

Project Q1 \$37,000.00: In the first quarter, \$37,000 of Federal funding will be used to cover all project kickoff activities and the stakeholder engagement activities where the project team establishes all necessary MOU's, begins the workforce assessment process and developments the public outreach plan.

Project Q2 \$1,320,175.00: In this quarter, administrative tasks and stakeholder outreach and engagement with the transit personnel, local educational institutions, and the public will be ongoing and the first vehicles will be shipped to Perrone for retrofit and personnel will be traveling to the sites for initial verification testing and any DC requirements. The spend is divided out by \$810,175 Federal and \$510,000 non-Federal for the value of the revenue transit vehicles.

Project Q3 \$1,320,175.00: In this quarter, administrative tasks and stakeholder outreach and engagement with the transit personnel, local educational institutions, and the public will be ongoing and the second and last set of vehicles will be shipped to Perrone for retrofit and the first vehicles are expected to enter into operations where data collection activities begin, during which time personnel will be traveling to the sites for initial verification testing, and final acceptance testing and any DC requirements. The spend is divided out by \$810,175 Federal and \$510,000 non-Federal for the value of the revenue transit vehicles.

Project Q4 \$110,175.00: In this quarter, administrative tasks and stakeholder outreach and engagement with the transit personnel, local educational institutions, and the public will be ongoing and the second and last set of vehicles will be shipped to Perrone for retrofit and additional vehicles are expected to enter into operations and data collection continues, during which time personnel will be traveling to the sites for initial verification testing, and final acceptance testing and any DC requirements. The spend is \$110,175 Federal.

Project Q5 \$110,175.00: In this quarter, all vehicles are expected to be in operations and data collection continues, during which time training of personnel, working with local educational institutions continues and personnel will be traveling to the sites for initial verification testing, and final acceptance testing and any DC requirements. The spend is \$110,175 Federal.

Project Q6 \$97,300.00: In this quarter, all project activities will be complete and final analysis and reporting activities begin and end. The spend is \$97,300 Federal.

The chart below describes the breakdown of the budget across personnel, fringe, travel, equipment, supplies, contractual, in-kind matches, and any in-direct costs for the 18-month project. The Federal funding will greatly support the cost for the advanced vehicle safety equipment that will be retrofitted on to the transit partner's vehicles, as well as cover the costs for the personnel on the project that are committed to the project's success.

Stark Area Regional Transit Authority

Resolution # _____, 2024

**A Resolution To Enter Into A Memorandum Of Understanding Between Stark Area
Regional Transit Authority And Ohio Transit Risk Pool For The Responsibilities Regarding
The Strengthening Mobility And Revolutionizing Transportation Grant**

WHEREAS, SARTA is the lead applicant for the U.S. Department of Transportation's Strengthening Mobility and Revolutionizing Transportation Grant (SMART Grant); and

WHEREAS, Stark Area Regional Transit Authority (SARTA) agrees to pay Ohio Transit Risk Pool ("OTRP") fifty-four thousand five hundred dollars (\$54,500) and other responsibilities as described in the Memorandum of Understanding (MOU); and

WHEREAS, OTRP will work cooperatively with SARTA and all other agency partners on project management and completion and other responsibilities as described in the MOU; and

NOW, THEREFORE, BE IT RESOLVED by the Board of the Stark Area Regional Transit Authority that the Board President has the authority to enter into a MOU with OTRP for SMART Grant Responsibilities and Obligations.

Date

Board President

Secretary-Treasurer

MEMORANDUM OF UNDERSTANDING
BETWEEN
STARK AREA REGIONAL TRANSIT SYSTEM
AND
OHIO TRANSIT RISK POOL

This Memorandum of Understanding (MOU) is made by and between the Stark Area Regional Transit System, 1600 Gateway Blvd. SE, Canton, OH 44707 and the Ohio Transit Risk Pool (OTRP), One Park Centre Drive, Suite 300, Wadsworth, OH 44281.

SECTION 1: PURPOSE

1.1 The purpose of this MOU is to establish the respective responsibilities of the parties with regard the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant awarded by USDOT and to set forth the rights and duties of the parties as a result of that obligation.

1.2 The Stark Area Regional Transit System (SARTA) is a political subdivision of the State of Ohio and is authorized to provide transit service to the citizens of Stark County by Sections 306.01 or 306.30 et seq. of the Ohio Revised Code.

1.3 OTRP is a joint self -insurance pool established by the State of Ohio pursuant to Section 2744 of the Ohio Revised Code. OTRP consists of 15 transit agencies in Ohio.

SECTION 2: OBLIGATIONS OF THE STARK AREA REGIONAL TRANSIT SYSTEM

2.1 Agrees to work with USDOT to execute any necessary contracts and provide any necessary reporting.

2.3 Agrees to pay OTRP \$54,500 for work completed as described in the awarded project and budget narrative attached hereto.

SECTION 3: OBLIGATIONS OF OTRP

3.1 Agrees to work cooperatively with SARTA to make information available for all USDOT required reports.

3.2. Agrees to executive tasks outlined in the attached project and budget narrative.

SECTION 4: TERM: NOTICE

- 4.1 Service will begin upon SARTA's execution of required USDOT contracts. The MOU shall be completed within 18 months.

SECTION 5: TERMINATION

- 5.1 SARTA or OTRP may terminate this agreement with 60 days' written prior notice without cause.

SECTION 6: GENERAL PROVISIONS

- 6.1 This MOU constitutes the entire MOU between the parties, and any changes or modifications to this MOU shall be made and agreed to by all parties in writing.
- 6.2 Neither this MOU nor any rights, duties, or obligations described herein shall be assigned by any party hereto without the prior express written consent of the other party.
- 6.3 This MOU shall be construed and interpreted, and the rights of the parties determined in accordance with the laws of the State of Ohio. To the extent that the OTRP or SARTA is a party to any litigation arising out of, or relating in any way to, the MOU or the performance thereunder such an action shall be brought only in a court of competent jurisdiction in Stark County, Ohio.

SECTION 7: SIGNATURES

- 7.1 Any person executing this MOU in a representative capacity hereby represents that he/she has been duly authorized by his/her principal to execute this MOU on such principal's behalf.

IN WITNESS WHEREOF, the parties have executed this MOU as of the day and year last written below.

RECIPIENT

SARTA

By: _____

Kirt Conrad, CEO, SARTA

OTRP

By: _____

Barbara Rhoades, CEO, OTRP

Project Narrative (v 3.0) | SMART Rider: Advanced Safety Technologies for Transit

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system package. This system will enable collision avoidance on publicly owned transit vehicles that can also support bus yard management and includes data logging and telematics features that will allow the project team to collect data that will be shared following a Data Management Plan developed in accordance with the Public Access Plan and as provided in the FY23 SMART Grant NOFO. This project works to greatly enhance transit safety for a fraction of the cost that a transit would pay for a new vehicle with all of the same features today, which includes eliminating the cost of DSRC equipment and installation at intersections. In Stage 1 when we gain driver's acceptance of the technology and do not find any barriers, the project team will have information to build out fully realized implementation plans to take the lessons learned and metrics that were captured in Stage 1 and enlarge the scope by applying the same technology to up to 40 additional vehicles to provide a greater dataset for analysis while also enabling bus yard management in Stage 2. The bus yard management will use the same TONY/MAX technology (Stage 1) and integrate with commercially available yard management systems. The data and learnings from this project across both stages will be collected and stored to help to inform industry of the benefits of advanced vehicle safety technologies in real-world applications in a four-season deployment with varying operational domains across the transit partners located throughout Ohio.

b. Project Location. This project will be conducted as a regional partnership with 3 NEORide transit agencies that are all operating in areas that contain partially disadvantaged areas (88.32%) across Ohio. The project location spans 92 disadvantaged census tracts. The primary location for this project is at SARTA in Canton, Ohio who operates throughout Stark County. Other project locations include Butler County (BCRTA) and Mahoning County (WRTA). Using CEJST the percentage disadvantaged population in each of the operating areas are 87.59%, 86.55%, 90.82% respectively for a total project area average of 88.32%. These locations include both rural and urban areas, and individually are mid-sized communities, but as a regional partnership, they compose a large community. A KML project location file has been included to show a visual reference of the project location (see Appendix IV).

c. Community Impact. This project's regional partnership is composed of 3 eligible applicants located in the state of Ohio whose combined service area population is a large community; Stark, Butler, and Mahoning have an estimated 986,713 in total populations as of 2022: 372,657, 388,420, and 225,636 respectively. An estimated 88.32% of the project area's population is considered disadvantaged. The deployment of the advanced vehicle safety technologies will result in measurable improvement in safety performance among participating transit agencies, resulting in at least a 60% reduction in accidents and incidents, as reported by the NSC in injuries, property damage and potentially deaths. **Safety:** Investments by transit agencies in vehicle technologies can increase safety and public trust in transit, which builds ridership and also reduces accidents, incidents, and related costs. According to the FTA's NTD, there were 5,846 collisions, 115 fatalities, and 7,211 injuries reported for transit in 2022. This project works to bring those numbers closer to zero. **Climate Change and Sustainability:** The reduction of greenhouse gas emissions is a particularly important tangential outcome for this project as transits work to increase ridership and thus reduce use of single-owner vehicles across their communities. Improved safety and reliability of transit has been shown to increase ridership. **Workforce Development:** Increased ridership will also result in the creation of more transit-related jobs across the project communities and will increase access to safer and affordable transportation for workers to commute to work, school, medical appointments, and training opportunities. **Equity and J40 Initiative:** Because public transit is utilized more heavily by lower income community members, benefits from transit

improvements will accrue more significantly to the disadvantaged communities across Stark, Butler, and Mahoning Counties. The transit partners operate in areas of high environmental and transportation disadvantage that fall within the 90th percentile along with some of the highest poverty rates in the nation. The project area covers 92 census tracts that are J40 Disadvantaged Communities. Transportation and environmental disadvantaged numbers are especially high within the project area in terms of population, on average 88.32% of the population belong to the J40 disadvantaged population. The influence of these negative externalities would be measured using quantitative methods included cost of claims, cost of operations, and cost of risk; all of which should decrease over time.

d. Technical Merit Overview

1) Identification and Understanding of the Problem to Be Solved. The primary goal of this proposed demonstration project is to evaluate the effectiveness of and enhanced transit fleet safety from integrating advanced vehicle safety technologies on to vehicles in their fleets; preventing death and injuries by reducing the number of accidents and the serious nature of those that cannot be avoided. In 2022, Americans took **6.19 billion** trips on public transportation; 34 million times each weekday, people board public transportation. Public transportation is a \$80 billion industry that employs more than 420,000 people. More than 6,700 organizations provide public transportation in the U.S. While transit operators are trained experts on vehicle safety, even the safest driver cannot avoid all collisions. Advanced vehicle safety features integrated onto transit vehicles have enormous potential to increase safety while reducing risk or even eliminating collisions altogether by assisting operators and providing alerts or warnings of potentially dangerous situations based on findings from vehicles equipped in the light-duty market. This project is needed to bring those benefits from the light-duty market to public transit. Each of the following advanced vehicle technologies re included in this project and will provide benefits to transit:

- **Cruise Control**, when used correctly, contributes to a number of safer driving benefits by controlling the vehicle's speed so there is less risk of the driver accelerating and speeding past other drivers, and reducing the potential for erratic driving behavior while also improving fuel efficiency by reducing or event eliminating unnecessary accelerations and decelerations.
- **Adaptive Cruise Control**, when used properly, reduces the number of vehicle collisions by up to 14% based on the Insurance Institute for Highway Safety (IIHS) data. It does so by controlling the distance between moving vehicles to a safe distance with automatic speed adjustments.
- **Forward Collision Warning** reduced 50% of front to rear crashes, 56% front to rear with injuries, 41% large truck front to rear crashes, as well as 14% claim rates for damages to vehicles, 24% claim rates for injuries to passengers in other involved cars according to a National Safety Council (NSC) Highway Loss Data Institute and IIHS study.
- **Lane Keeping** reduced head on collisions by 11% and injury crashes resulting from a head on by 21% according to a NSC Highway Loss Data Institute and IIHS study.
- **Data Logging** provides the ability to analyze or visualize vehicle statuses and in the event of an accident it records information before, during, and after a crash. Data elements such as vehicle dynamics such as speed and braking status, and safety system performance. The data recorded provides future benefits for improved safety technologies.

2) Appropriateness of Proposed Solution. Analysis of the National Motor Vehicle Crash Causation Survey, conducted by the National Highway Traffic Safety Administration, shows that driver error is a factor in more than 94% of crashes. Although it is important to remember that multiple factors contribute to all crashes, the largest portion of driver error crashes involve the driver failing to recognize hazards. Without the technology proposed in this project, these damages, injuries, and fatalities will continue. Since as early as 1980, most of the advanced vehicle safety technologies available have been proven to identify and react to potential hazards faster than a human driver across the light-duty market. These technologies are primed and ready to be deployed on transit vehicles, where the technology is not yet a standard feature. Integration and demonstration of these advanced vehicle safety technologies with transit will allow the project team to gather real-world data, to demonstrate the efficacy of these technologies on transit vehicles, and to document the impacts and benefits of these technologies in the field.

Safety is the number one priority for public transit, and while transit vehicles operate in all kinds of conditions from rural dirt roads to paved city streets in densely populated areas, no matter the operating environment, there are unlimited conditions that can lead to a crash. Advanced vehicle safety systems have been proven to mitigate or eliminate the risks of a crash by aiding and warnings and alerts to the operator. These technologies support intersection management and, after having been proven across the light-duty market, are ready to be standardized for the transit market, which data and reporting from this project can help to inform. Until drivers have a means to control everything moving and operating outside the transit bus, improved safety system integration is critical.

3) Expected Benefits. It is expected that having the TONY/MAX system installed in transit buses will result in a reduction of at least 60% in annual accidents and incidents (based on case studies performed in the light-duty market over the last decade) and will limit disruption of transit service due to such incidents and reduce losses and insurance claims. Ancillary benefits such as enhanced public perception of transit service and the potential for increased ridership (targeting at least a 5% annual increase) are also expected. This Stage 1 project also provides an opportunity to measure the actual impacts in public perception, ridership, and incident / loss data from these improvements. Each measure will be evaluated quantitatively to capture and validate the expected benefits. The data gathered in this project will also serve as a valuable resource to the Department of Transportation and other transit authorities seeking to improve safety while increasing ridership and expanding routes to encourage commuters to utilize public transportation. Reduced accidents, claims and losses will lower operating costs and are projected to result in a significant reduction in insurance costs and/or claims payables.

e. Project Readiness Overview

1) Feasibility of Workplan. This project as proposed is ready to begin the moment it is awarded. The project partners have already met on several occasions developing the project concept and the technology proposed is off the shelf and ready for installation. SARTA, in partnership with BCRTA, NEORide, and the OTRP, along with their industry partners CALSTART, Perrone Robotics, and ITLC, has developed a comprehensive and realistic workplan to deliver a scope of work aligned with the SMART 2023 goals and objectives, focused on evaluating the effectiveness of enhanced transit fleet safety by integrating advanced vehicle safety technologies on to vehicles in their fleets; preventing death and injuries by reducing the number of accidents

and serious nature of those that cannot be avoided. Improvements will be measured to comparing baseline crash data to data collected after a year of operating with the advanced vehicle safety technologies. The \$2,995,000 **project budget** (Federal: \$1,975,000 / Non-Federal: \$1,020,000) supports the four task **workplan**: Task 1 - Administration, Task 2 - Stakeholder Outreach, Task 3 – Vehicle Retrofit, and Task 4 - Operations, Data Collection, Analysis, and Reporting. (See Appendix II for Budget Narrative)

Project Timeline (Gantt Chart)

	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
	P	A	U	U	U	E	C	O	E	A	E	A	P	A	U	U	E	P
	R	Y	N	L	G	T	V	C	N	B	R	R	R	Y	N	L	G	P
TASKS	Q1			Q2			Q3			Q4			Q5			Q6		
1.0 Administration																		
1.01 Project management, administration, and oversight																		
1.02 Project planning, project management plan, stakeholder plan																		
1.03 Project reporting (quarterly), recordkeeping and invoicing the grantor																		
2.0 Stakeholder Outreach																		
2.01 Outreach and engagement																		
2.02 Obtain multi-transit agency MOU or Letter of Commitment																		
2.03 Public facing website																		
2.04 Develop training materials/documentation																		
3.0 Retrofit Vehicles with TONY/MAX																		
3.01 Send vehicles to location for retrofit as needed (limited)																		
3.02 Perform retrofit																		
3.03 Vehicle / system testing																		
3.04 Return vehicles to agencies as needed (limited)																		
3.05 Final acceptance																		
4.0 Operations, Data Collection, Analysis, and Reporting																		
4.01 Prepare Implementation Report																		
4.02 Prepare Evaluation and Data Management Plan																		
4.03 Operate vehicles																		
4.04 Data collection																		
4.05 Quarterly data reporting																		
4.06 Conduct program evaluation (if required)																		
4.07 Perform data analysis																		
4.08 Knowledge transfer activities																		
4.09 Final Reporting																		

Work and responsibilities within these tasks are distributed across project partners via a detailed plan in the Statement of Work. The Gantt chart shown captures the scope of work and schedule for this demonstration project. At this time, this project will not require any exemptions, waivers, permits or special permissions, and the project team will work to meet all **legal, policy and regulatory requirements** throughout the project.

2) Community Engagement and Partnerships. The project team has incorporated a comprehensive plan of community engagement that provides education and information about the project before, during, and after the demonstration. The team will leverage the outreach plans and established relationships of each of the partner transit authorities in addition to specific plans and activities supported as part of the project. The engagement activities for this project will be focused on enabling/accelerating advanced vehicle safety technology deployments at a national level. With their national influence, CALSTART will lead industry and key stakeholder engagement activities. These efforts will be augmented at the regional level by partner NEORide, that plans, promotes, furthers, and enhances transportation options through cooperative arrangements and coordinated action.

For **training and education program development**, this project will also leverage already strong advanced vehicle education programs at The University of Akron, University of Cincinnati, and at Stark State College. These represent strong examples of programs that provide innovative educational opportunities to the workforce; preparing students for the next generation of vehicle technology. ITLC will lead the creation of these partnerships for workforce development and training programs. The project team will leverage these existing programs and partnerships as well as with other education and training institutions across the state of Ohio. Both skills and academic training needed to meet future needs of the industry offer workforce development opportunities to a diverse population with a focus on the historically underrepresented groups.

Providing Access for Riders with Disabilities and ESOL individuals is a critical element of this project seeks to improve safety and efficiency for all riders. This is particularly important for disabled riders, who rely on public transit. Among participating transit agencies, ridership of people with disabilities was as high as 13% in 2020. The integration of the advanced vehicle safety technologies will only serve as a benefit and have no negative impacts on these populations for

which public transit is critical. A critical part of our engagement and information activities before, during and after this project is to ensure that these populations are included and that our materials and outreach are accessible to these populations and that their impressions, experiences, and feedback are captured as part of the final report. All data and feedback collected will be consolidated in a final report on the project, its progress, and its benefits.

3) Leadership and Qualifications. The entire project team are recognized leaders in public transit and in expanding the use of public transportation to address climate concerns and improve quality of life for residents in the communities they serve. NEORide is successfully breaking down artificial boundaries, streamlining operations, and making it easier for riders to use public transit to travel across Ohio and beyond. Their success is shown in the growing number of transit partners across 5 states. OTRP, formed almost 30 years ago, has been working to reduce Ohio public transit members' risk by providing shared solutions. CALSTART, has been a recognized national leader in transportation programs for well over 30 years, advancing technology, informing policy, and breaking down barriers to clean transportation from coast to coast. They have managed billions of dollars of initiatives and projects to grow the clean transportation technology industry. Perrone Robotics has more than a decade of extensive expertise in advanced vehicle safety systems with a targeted support of transit. Project partner ITLC, who has an advanced Technologies Workforce Development plan that has identified significant training and job growth opportunities as transit vehicles become more advanced, will lead the training and education tasks. Currently, there are concerted efforts to scale up training programs across these job growth areas. Resumes of each of the key partners has been provided (see Appendix I) and each organization has provided a Letter of Commitment capturing their dedication to this project's success (see Appendix III).

In addition, these partners, as well as the participating transit agencies, have established working relationships that maximize the probability for project success. Key personnel who will be leading this project each bring decades of expertise, experience, and demonstrated performance to deliver a successful demonstration project that could make a real difference in expanding safe and efficient public transportation in these and other communities across the nation. Members of this team have successfully worked together on multiple projects. Most recently, several of the same partners, led by NEORide, successfully closed out a \$1.9M FTA IMI multi-year grant to fund the purchase and installation of validators for use with the EZfare mobile ticketing platform and ticketing integration for 10 transits with Transit app, Moovit, Uber, data collection, and survey research, and the development of an innovative alternative payment application that will enable users to pay for transit and other transportation services using their phone or a "smart card" rather than cash. This project team is committed to the success of Stage 1 of this proposed project and the growth and continuation into Stage 2 and beyond.

SMART Rider – SARTA Budget Narrative

SARTA is requesting \$1,995,000 of the \$2,995,000 total project cost, where \$1,020,000 in local in-kind match (\$400,000 – SARTA applicant and \$620,000 – transit partners BCRTA and WTRA) . The in-kind local match will come from the current value of the revenue transit buses that will be used for the project from each agency. These vehicles are available for immediate obligation. The total Federal funding request of \$1,995,000, will cover the 18 month project for all personnel support for the project, travel expenses to/from the 3 transits for 2 trip each, 2 persons ,and 2 trips to DC, 2 persons for in person meetings, and equipment costs for the TONY/MAX advanced safety equipment.

Project Plan: Below is the project plan that describes the key milestone events and timing for the 18-month project:

SMART Rider Project Plan	Date
Task 1: Administration	
Contract Execution with DOT and Obligation of Funds	4/15/2024
Administration and Program Management Begin	4/15/2024
Execute Partner Contracts	4/16/2024
Project Reporting Begins	5/1/2024
Task 2: Stakeholder Outreach	
Conduct Workforce Needs Assessment Begin	5/1/2024
MOU with transit agencies	5/15/2024
Public Outreach Plan Begins	6/1/2024
Develop / Inform Training Materials and Partnership Plan	5/1/2024, 10/1/2024, 5/1/2025
Task 3: Retrofit Vehicles with TONY/MAX	
Send Vehicles out (as needed) for Retrofit	7/1/2024
Retrofit Begins	7/8/2024
Vehicle / System Verification Testing Begin	8/1/2024
Return vehicle to Agencies Begin	9/1/2024
Retrofits Complete	1/1/2025
Vehicle / System Verification Testing Complete	3/1/2025
All Vehicles Returned to Agencies	4/1/2025
Final Acceptance	4/1/2025
Task 4: Operations, Data Collection, Analysis, and Reporting	
Prepare Implementation Report	4/15/2024
Prepare Evaluation and Data Management Plan	5/13/2024
Vehicle Revenue Operations Start	10/1/2024
In service Data Collection and Analysis Begins (12-months)	10/1/2024
Knowledge Transfer Begins (8 months)	2/3/2025
Data Collection and Analysis Ends	10/31/2025
Final Reporting	10/31/2025

The project will span a period of 18 months or six quarters. Below are the details of each quarter's estimated spend:

Project Q1 \$37,000.00: In the first quarter, \$37,000 of Federal funding will be used to cover all project kickoff activities and the stakeholder engagement activities where the project team establishes all necessary MOU's, begins the workforce assessment process and developments the public outreach plan.

Project Q2 \$1,320,175.00: In this quarter, administrative tasks and stakeholder outreach and engagement with the transit personnel, local educational institutions, and the public will be on-going and the first vehicles will be shipped to Perrone for retrofit and personnel will be traveling to the sites for initial verification testing and any DC requirements. The spend is divided out by \$810,175 Federal and \$510,000 non-Federal for the value of the revenue transit vehicles.

Project Q3 \$1,320,175.00: In this quarter, administrative tasks and stakeholder outreach and engagement with the transit personnel, local educational institutions, and the public will be on-going and the second and last set of vehicles will be shipped to Perrone for retrofit and the first vehicles are expected to enter into operations where data collection activities begin, during which time personnel will be traveling to the sites for initial verification testing, and final acceptance testing and any DC requirements. The spend is divided out by \$810,175 Federal and \$510,000 non-Federal for the value of the revenue transit vehicles.

Project Q4 \$110,175.00: In this quarter, administrative tasks and stakeholder outreach and engagement with the transit personnel, local educational institutions, and the public will be on-going and the second and last set of vehicles will be shipped to Perrone for retrofit and additional vehicles are expected to enter into operations and data collection continues, during which time personnel will be traveling to the sites for initial verification testing, and final acceptance testing and any DC requirements. The spend is \$110,175 Federal.

Project Q5 \$110,175.00: In this quarter, all vehicles are expected to be in operations and data collection continues, during which time training of personnel, working with local educational institutions continues and personnel will be traveling to the sites for initial verification testing, and final acceptance testing and any DC requirements. The spend is \$110,175 Federal.

Project Q6 \$97,300.00: In this quarter, all project activities will be complete and final analysis and reporting activities begin and end. The spend is \$97,300 Federal.

The chart below describes the breakdown of the budget across personnel, fringe, travel, equipment, supplies, contractual, in-kind matches, and any in-direct costs for the 18-month project. The Federal funding will greatly support the cost for the advanced vehicle safety equipment that will be retrofitted on to the transit partner's vehicles, as well as cover the costs for the personnel on the project that are committed to the project's success.

