

October 22, 2025, at 5:00 PM



STARK AREA REGIONAL TRANSIT AUTHORITY

BOARD OF TRUSTEES
MEETING

**Stark Area Regional Transit Authority
Board of Trustees
September 18, 2025, at 5:00 PM
Special Meeting**

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

Attendance

Board (Quorum Present)

Ronald Macala (President), James Reinhard (Vice-President), Gregory Blasiman, Margaret Egbert, Rex Morey, Christopher Nichols, Chet Warren, and NaSheka Combs-Lemon (arrived at 5:05 PM)

Excused

Myra Watkins

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

Staff

Ralph Lee (Interim Executive Director/CEO) and Tammy Marie Brown (Director, HR)

Other

Andrew Burton (Schulman, Roth and Associates Co., L.P.A.), and Paul Malesick (Paul H. Malesick Law LLC), Robert Wang (The Canton Repository)

The Executive Session began at 5:06 PM and ended at 6:05 PM

Mr. Macala called for an Executive Session for:

- Appointment, employment, dismissal, discipline, promotion, demotion, or compensation of a public employee
- To discuss the approval of the Tentative Collective Bargaining Agreement of Ohio Council 8 and Local 1880 AFSCME.

Ms. Egbert moved to exit the Executive Session. Ms. Combs-Lemon seconded the motion; the vote passed unanimously.

Adjournment

Mr. Warren moved to adjourn the meeting at 6:09PM. Ms. Egbert seconded the motion; the vote passed unanimously.

**Stark Area Regional Transit Authority
Board of Trustees
September 24, 2025, at 5:00 PM
Regular Meeting**

Mr. Macala called the meeting to order at 5:09 PM.

Attendance

Board (Quorum Present)

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

Excused

Myra Watkins

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

Staff

Ralph Lee (Interim Executive Director/CEO), Mark Finnicum (Chief Operating Officer), Tammy Marie Brown (Director, HR), Craig Smith (Director, IT), Clayton Popik (Director, Development & Special Projects), Latrice Virola (Director, Planning), Michael Brand (Interim Director, Finance), and Sheila Gines (HR Administrator)

Other

Lee Brunckhart (SARTA employee) and Lisa Turner (SARTA employee)

Approval/Correction of Minutes

August 20, 2025 – Special Meeting

Mr. Warren moved to adopt the minutes of August 20, 2025. Ms. Egbert seconded the motion, the vote passed unanimously.

August 27, 2025 – Regular Meeting

Mr. Warren moved to adopt the minutes of August 27, 2025. Ms. Egbert seconded the motion, the vote passed unanimously.

Board Committee Report

- The Finance Committee met today at 4:00 PM. The budget was discussed and is getting close to a balanced budget. Mr. Reinhard believes we may want to consider a more formal meeting format when the new CFO is in place.

Departmental Reports

- **Transportation & Maintenance**

- The Board received a paper report of charts from Mr. Finnicum showing the ridership of routes.
- Both fixed route and Proline numbers are up.
- We will be meeting with JRC to discuss transporting their individuals again.
- We are working on increasing Proline Plus in small increments. We have advertised drawing attention to service in the Canal Fulton and Hartville areas more.
- Stark State and Canton City School's numbers are up above 1,000 rides.
- The Veterans Route 4, due to nothing we have done, will no longer be sponsored ending in July. We will seek out an organization to partnership with to successfully continue the route to Cleveland.

- **Finance**

- The Board received a paper financial report from Mr. Brand.
- SARTA's health insurance costs and OPERS' benefits demonstrate the significant impact they have on the budget.
- Mr. Brand emphasized the importance of the sales tax revenue. We were able to draw down about 2.1 million grant funding from the federal and state governments for preventative maintenance funding.
- September sales tax for the first nine (9) months of this year, compared to last year, is \$617,000, which is a better standing than last year.
- SARTA, like other transportation entities, is at the mercy of the FTA funding and the release of grant money.
- The final 2024 Audit was completed and can now be viewed on the auditor's website. A copy of the report was supplied to each Board Member.

- **Special Projects & Development**

- The hydrogen station upgrade is just about complete. The tank swap will begin on Monday.
- SARTA's Transportation Development Plan (TDP) compilation is ending. The surveys have now been shut down. The final report will be drawn up and distributed to the Board shortly.
- There will be minor repairs being made at the Alliance Station and Belden Village Transit Stations.

- Bowen will do a study of the complete Cornerstone Transit Station site to determine what should be done with the twenty-two (22) year old structure in the next five (5) years to move forward.
 - Two (2) offices in the Operations Building will be transformed into a more private area for Dr. Works.
 - Major LoNo projects we are working with Bowen to determine a timeline to move forward with the following projects: including asphalt replacement of the parking lot, garage roof replacement, hillside driveway construction, and the Operations Building renovations.
- **Customer Relations**
 - Ms. Virola shared the SMART Rider Launch Event award that was presented to SARTA on behalf of Governor Mike DeWine of the State of Ohio.
 - Both Ms. Virola and Mr. Popik are working with Leadership Stark County to participate in "Stark County Day", which will take the leaders around Stark County, learning about the communities
 - Ms. Virola is looking at different ways to fill advertising spaces in and on our SARTA buses.
 - Ms. Virola and Mr. Lee attended a couple of events, including the Choice Awards and the Let Your Light Shine Event Fundraiser. The pair was interviewed by WHBC and will be interviewing with Q92 next week on how SARTA is looking to enhance our Proline Plus program and the information about the TDP plan.
- **Information Technology**
 - IT is continuing the work on the new Enterprise Resource Planning software replacement (ERP) and the Trapeze EAM and Genfare integrations. We are getting close to the January 2026 goal line. IT will continue the configurations and testing the integrations, which will begin on November 10th.
 - Next week we will be working diligently to ensure that security settings with CloudSuite that the access levels are set correctly.
 - We selected the Centage Budgeting software, which is the former budgeting software we had access to. They did not charge us this past year, waved their implementation fee to reconnect our current budgeting system to the new budgeting system.
 - IT will be replacing the electronic passenger communication signs at Cornerstone due to the technology being obsolete. We will be working with Message Point Media.

- **Human Resources**
 - Hiring continues to be a struggle to capture the correct candidates for jobs.
 - HR will attend the Southeast Community Career Fair next week.
 - Open enrollment will be from October 23, 2025, through November 7, 2025. SARTA will have a dozen vendors or more to speak with the employees.
 - HR is working on updating policies that have changed from the negotiations.
 - SARTA hosted a BBQ for employees as a “Thank you, for their continued hard work”. John Michaels did an exceptional job on the grill. It was great to see the company individuals come together, mingling, and enjoying each other’s company. There was good food too.
 - Mr. Lee and Ms. Brown will be meeting individually with each Director to discuss the needs and workflow of each department and see if changes are warranted.

- **Executive Director/CEO Communications & Updates**
 - Mr. Lee stated that he took the 117-route bus to Cornerstone, and then to Gateway. He plans on continuing to do this to be able to talk to the passengers and employees.
 - We have established an Executive Meeting that will happen every week on Monday morning at 9:00 AM. The meeting will be approximately an hour to an hour and a half to check in and see what everyone is working on, and we will all know where we are headed.
 - We are working on our mission, vision, and values. Clayton and I watched a presentation today by Go Grow, and it was very good. Looking forward to how it is going to help us move forward.
 - We have finalized the tentative agreement with the Union, with the help of Tammy and Mark. The Union was happy that we were able to pay a little earlier than expected. This just shows where we are headed and what we are doing.
 - The article that came out on Thursday night had us answer and correct some of the information on Friday. They were surprised that we made ourselves available to answer the questions they had after reading the article.
 - Mr. Lee attended the annual OTRP and NEORide meetings and met with Barbara Rhodes and Katherine Conrad. We will be looking in-depth at anything that comes through SARTA. We want to make sure money is being allocated appropriately.
 - We are starting to work on the November 9th Bowling Event.
 - We are working on making sure we are integrated into community involvement. Mr. Lee is talking with a lot of people to ensure they know what we are doing here at SARTA.

- Commissioner Alan Harold came and took a tour of the SARTA Gateway Facility. He was very happy with what he saw and heard and offered their support.
- Conducting CFO interviews.

Resolutions

#24 – A Resolution To Appoint Ralph O. Lee, Interim Executive Director/CEO As Secretary-Treasurer

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

#25 – A Resolution To Appoint Ralph O. Lee, Interim Executive Director/CEO To The Health Transit Pool Of Ohio Board

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

#26 – A Resolution To Appoint Ralph O. Lee, Interim Executive Director/CEO To The NEORide Board

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

#27 – A Resolution To Accept The Transfer Of Three CNG Paratransit Vehicles From ODOT

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

#28 – A Resolution Authorizing The Executive Director/CEO To Enter Into A Revenue Contract With American Food And Vending For Vending Services

Ms. Egbert moved to adopt the resolution. Ms. Combs-Lemon seconded the motion; the vote passed unanimously.

#29 – A Resolution To Apply For Urban Transit Program State Grant Funding For State Fiscal Year 2026

Ms. Egbert moved to adopt the resolution. Ms. Combs-Lemon seconded the motion; the vote passed unanimously.

#30 – A Resolution To Appoint Ralph O. Lee, Interim Executive Director/CEO To The Health Transit Pool Of Ohio Board

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

The Executive Session began at 6:21 PM and ended at 7:17 PM.

Mr. Macala called for an Executive Session for:

- Appointment, employment, dismissal, discipline, promotion, demotion, or compensation of a public employee.
- Preparing, conducting, or reviewing negotiations for bargaining employees.

Mr. Morey moved to exit the executive session. Ms. Watkins seconded the motion; the vote passed unanimously.

Adjournment

Mr. Warren motioned to adjourn the meeting at 7:18 PM. Ms. Egbert seconded; the vote passed unanimously.

**Stark Area Regional Transit Authority
Board of Trustees
October 8, 2025, at 5:00 PM
Regular Meeting**

Mr. Macala called the meeting to order at 5:02 PM.

Attendance

Board (Quorum Present)

Ronald Macala (President), James Reinhard (Vice-President), Gregory Blasiman, Margaret Egbert, Rex Morey, NaSheka Combs-Lemon, Christopher Nichols, and Myra Watkins

Excused

Chet Warren

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

Other

Andrew Burton (Schulman, Roth and Associates Co., L.P.A.)

Board Committee Reports

- Mr. Reinhard stated that the financial meeting was on **October 2, 2025**. In attendance were Ralph Lee, Michael Brand, Jenna Anderson-Warner, Gregory Blasiman, and James Reinhard. Report options were discussed among the group. Together, the team is getting a better understanding to ensure that SARTA stays on top with the regulations. We will update the Board as we progress.

Communication from the Executive Director/CEO

- Communication will be discussed in executive session.

The Executive Session began at 5:23 PM and ended at 6:50 PM.

Mr. Macala called for an Executive Session for:

- Appointment, employment, dismissal, discipline, promotion, demotion, or compensation of a public employee.
- Conference with the attorney to discuss pending or imminent court action.
- Preparing, conducting, or reviewing negotiations for bargaining employees.

Mr. Nichols moved to exit the executive session. Ms. Egbert seconded the motion; the vote passed unanimously.

Adjournment

Ms. Egbert moved to adjourn the meeting at 6:51 PM. Ms. Combs-Lemon seconded; the vote passed unanimously.

Transportation & Maintenance

Mark Finnicum
Director



SARTA RIDERSHIP REPORT

September 2025

2025 Operating Days 21 Weekdays, 4 Saturdays

2024 Operating Days 20 Weekdays, 4 Saturdays

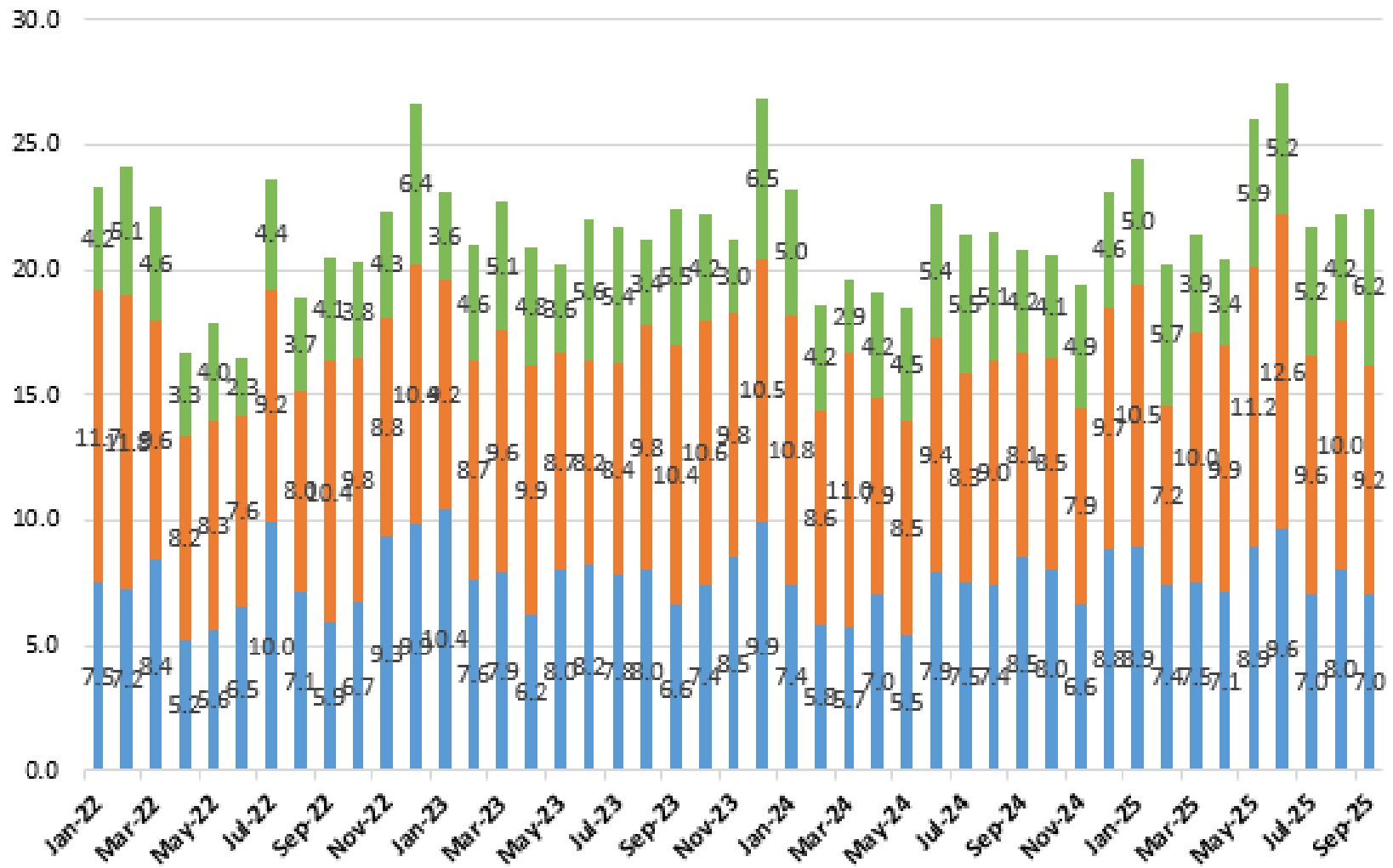
| <i>Ridership</i> | CURRENT MO. | | | | YTD | | | |
|-------------------------|--------------------|----------------|---------------|--------------|------------------|------------------|----------------|---------------|
| | 2025 | 2024 | change | % | 2025 | 2024 | change | % |
| Fixed Route | 117,646 | 109,547 | 8,099 | 7.39% | 991,746 | 975,733 | 16,013 | 1.64% |
| Other Revenue | 187 | 110 | 77 | 70.00% | 4,239 | 13,006 | -8,767 | 100.00% |
| Paratransit | 6,091 | 9,797 | -3,706 | -37.83% | 60,148 | 92,019 | -31,871 | -34.64% |
| CS-Out of county | 0 | 0 | 0 | 0.00% | 0 | 5,885 | -5,885 | 100.00% |
| Total | 123,924 | 119,454 | 4,470 | 3.74% | 1,056,133 | 1,086,643 | -30,510 | -2.81% |

| <i>Vehicle Operations</i> | CURRENT MO. | | | | YTD | PRIOR YTD | | |
|----------------------------------|--------------------|----------------|----------------|----------------|------------------|------------------|-----------------|----------------|
| | 2025 | 2024 | change | % | 2025 | 2024 | change | % |
| Fixed Route | 189,399 | 187,100 | 2,299 | 1.23% | 1,702,411 | 1,799,975 | -97,564 | -5.42% |
| Other Revenue | 201 | 111 | 90 | 81.08% | 10,783 | 16,331 | -5,548 | 100.00% |
| Fixed Deadhead | 8,644 | 8,955 | -311 | -3.47% | 78,112 | 85,574 | -7,462 | -8.72% |
| Paratransit | 58,681 | 99,148 | -40,467 | -40.81% | 573,315 | 891,832 | -318,517 | -35.71% |
| CS-Out of county | 0 | 0 | 0 | 0.00% | 0 | 74,611 | -74,611 | 100.00% |
| Para Deadhead | 9,577 | 14,560 | -4,983 | -34.22% | 26,971 | 236,751 | -209,780 | -88.61% |
| Total | 266,502 | 309,874 | -43,372 | -14.00% | 2,391,592 | 3,105,074 | -713,482 | -22.98% |

| <i>Hours</i> | CURRENT MO. | | | | YTD | | | |
|---------------------|--------------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|
| | 2025 | 2024 | change | % | 2025 | 2024 | change | % |
| Fixed Route | 11,619 | 11,396 | 223 | 1.96% | 104,390 | 109,646 | -5,256 | -4.79% |
| Other Revenue | 49 | 42 | 8 | 18.07% | 329 | 1,275 | -946 | 100.00% |
| Paratransit | 3,482 | 5,556 | -2,074 | -37.33% | 33,430 | 52,660 | -19,230 | -36.52% |
| CS-Out of county | 0 | 0 | 0 | #DIV/0! | 0 | 5,308 | -5,308 | 100.00% |
| Total | 15,150 | 16,994 | -1,844 | -10.85% | 138,149 | 168,888 | -30,740 | -18.20% |

PROLINE INFRACTIONS DARA - PER 1000 ATTEMPTS

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



| 2025 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 | 10,196 | 864 | 969 | 91 | 107 | 51 | 8,114 | 109,207 | 13.46 |
| February | 7,955 | 1,229 | 629 | 59 | 57 | 45 | 5,936 | 77,672 | 13.08 |
| March | 7,090 | 976 | 481 | 53 | 71 | 28 | 5,481 | 68,876 | 12.57 |
| April | 7,069 | 849 | 444 | 50 | 70 | 24 | 5,632 | 70,949 | 12.60 |
| May | 6,956 | 811 | 528 | 62 | 78 | 41 | 5,436 | 67,305 | 12.38 |
| June | 6,340 | 848 | 408 | 61 | 80 | 33 | 4,910 | 62,716 | 12.77 |
| July | 6,590 | 848 | 482 | 46 | 63 | 34 | 5,117 | 64,757 | 12.66 |
| August | 6,627 | 829 | 427 | 53 | 66 | 28 | 5,224 | 68,791 | 13.17 |
| September | 6,418 | 808 | 409 | 45 | 59 | 40 | 5,057 | 68,258 | 13.50 |
| October | - | - | - | - | - | - | - | - | - |
| November | - | - | - | - | - | - | - | - | - |
| December | - | - | - | - | - | - | - | - | - |
| Year to Date Totals | 65,241 | 8,062 | 4,777 | 520 | 651 | 324 | 50,907 | 658,531 | 12.94 |
| 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 |
| September | 6,418 | 808 | 409 | 45 | 59 | 40 | 5,057 | 68,258 | 13.50 |

| Pass/Ticket Sales Comparison, 2025 - 2024 | | | | |
|---|--------------|--------------|--------------|-----------------|
| 2025 | 2025 Totals | 2024 | 2024 Totals | Percent changed |
| Jan | \$27,086.00 | Jan | \$23,389.25 | 15.81% |
| Feb | \$21,117.00 | Feb | \$18,265.50 | 15.61% |
| Mar | \$25,658.80 | Mar | \$23,526.50 | 9.06% |
| Apr | \$26,145.55 | Apr | \$24,087.50 | 8.54% |
| May | \$22,690.30 | May | \$33,029.75 | -31.30% |
| Jun | \$21,630.20 | Jun | \$26,048.00 | -16.96% |
| Jul | \$22,512.50 | Jul | \$25,691.28 | -12.37% |
| Aug | \$33,824.27 | Aug | \$29,097.20 | 16.25% |
| Sep | \$24,471.21 | Sep | \$27,216.48 | -10.09% |
| Oct | | Oct | | #DIV/0! |
| Nov | | Nov | | #DIV/0! |
| Dec | | Dec | | #DIV/0! |
| Year-to-Date | \$225,135.83 | Year-to-Date | \$230,351.46 | -2.26% |



2025-2024 Month to Month Ridership by Route

| Route | September 2025 | September 2024 | Difference | Percentage Change |
|--------------|----------------|----------------|--------------|-------------------|
| 4 | 309 | 229 | 80 | 34.93% |
| 45 | 2,650 | 2,347 | 303 | 12.91% |
| 81 | 6,884 | 5,945 | 939 | 15.79% |
| 101 | 4,719 | 4,706 | 13 | 0.28% |
| 102 | 21,591 | 19,090 | 2,501 | 13.10% |
| 103 | 3,564 | 4,039 | -475 | -11.76% |
| 105 | 8,193 | 6,815 | 1,378 | 20.22% |
| 106 | 8,176 | 7,263 | 913 | 12.57% |
| 107 | 3,573 | 3,604 | -31 | -0.86% |
| 108 | 5,160 | 4,954 | 206 | 4.16% |
| 110 | 6,757 | 6,286 | 471 | 7.49% |
| 111 | 4,480 | 4,129 | 351 | 8.50% |
| 113 | 3,912 | 2,465 | 1,447 | 58.70% |
| 114 | 2,178 | 2,147 | 31 | 1.44% |
| 117 | 4,882 | 4,427 | 455 | 10.28% |
| 118 | 2,514 | 2,728 | -214 | -7.84% |
| 119 | 4,735 | 4,398 | 337 | 7.66% |
| 121 | 1,744 | 1,779 | -35 | -1.97% |
| 122 | 0 | 0 | 0 | 0.00% |
| 124 | 1,703 | 1,606 | 97 | 6.04% |
| 125 | 1,508 | 1,615 | -107 | -6.63% |
| 126 | 1,279 | 828 | 451 | 54.47% |
| 128 | 1,900 | 1,364 | 536 | 39.30% |
| 130 | 955 | 1,303 | -348 | -26.71% |
| 131 | 3,700 | 3,921 | -221 | -5.64% |
| 132 | 902 | 1,083 | -181 | -16.71% |
| 133 | 0 | 0 | 0 | 0.00% |
| 139 | 7,905 | 7,132 | 773 | 10.84% |
| 151 | 0 | 487 | -487 | -100.00% |
| 152 | 0 | 834 | -834 | -100.00% |
| 153 | 0 | 543 | -543 | -100.00% |
| 157 | 0 | 198 | -198 | -100.00% |
| 158 | 0 | 362 | -362 | -100.00% |
| Total | 115,873 | 108,627 | 7,246 | 6.67% |

2025-2024 Year to Date Ridership by Route

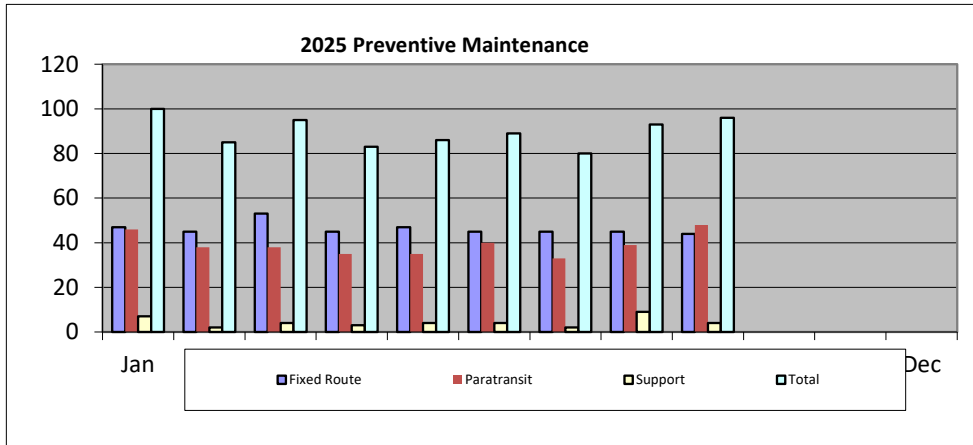
| Route | September 2025 | September 2024 | Difference | Percentage Change |
|--------------|----------------|----------------|--------------|-------------------|
| 4 | 2,209 | 2,156 | 53 | 2.46% |
| 45 | 19,937 | 20,160 | -223 | -1.11% |
| 81 | 59,069 | 52,374 | 6,695 | 12.78% |
| 101 | 41,834 | 40,503 | 1,331 | 3.29% |
| 102 | 180,704 | 180,556 | 148 | 0.08% |
| 103 | 34,066 | 36,019 | -1,953 | -5.42% |
| 105 | 72,346 | 60,690 | 11,656 | 19.21% |
| 106 | 65,331 | 67,752 | -2,421 | -3.57% |
| 107 | 31,500 | 35,711 | -4,211 | -11.79% |
| 108 | 43,628 | 47,101 | -3,473 | -7.37% |
| 110 | 57,429 | 56,589 | 840 | 1.48% |
| 111 | 36,550 | 34,911 | 1,639 | 4.69% |
| 113 | 30,013 | 24,242 | 5,771 | 23.81% |
| 114 | 17,345 | 15,475 | 1,870 | 12.08% |
| 117 | 39,305 | 37,213 | 2,092 | 5.62% |
| 118 | 21,412 | 22,392 | -980 | -4.38% |
| 119 | 40,551 | 40,444 | 107 | 0.26% |
| 121 | 15,706 | 14,711 | 995 | 6.76% |
| 122 | 0 | 0 | 0 | 0.00% |
| 124 | 14,917 | 12,653 | 2,264 | 17.89% |
| 125 | 14,994 | 13,335 | 1,659 | 12.44% |
| 126 | 9,883 | 8,312 | 1,571 | 18.90% |
| 128 | 15,424 | 12,539 | 2,885 | 23.01% |
| 130 | 9,273 | 12,690 | -3,417 | -26.93% |
| 131 | 34,850 | 31,570 | 3,280 | 10.39% |
| 132 | 10,581 | 8,407 | 2,174 | 25.86% |
| 133 | 0 | 0 | 0 | 0.00% |
| 139 | 64,040 | 69,533 | -5,493 | -7.90% |
| 151 | 706 | 4,442 | -3,736 | -84.11% |
| 152 | 736 | 6,375 | -5,639 | -88.45% |
| 153 | 661 | 5,217 | -4,556 | -87.33% |
| 157 | 259 | 1,838 | -1,579 | -85.91% |
| 158 | 264 | 3,155 | -2,891 | -91.63% |
| Total | 985,523 | 979,065 | 6,458 | 0.66% |

STARK AREA REGIONAL TRANSIT AUTHORITY
MAINTENANCE DEPARTMENT
September 2025
Submitted by: Mark Finnicum

1. There was a total of 96 Preventive Maintenance Inspections
 - 44 Fixed Route Buses
 - 48 Paratransit Buses
 - 04 Support Vehicle
2. There was a total of 96 Wheelchair Inspections
3. There was a total of 02 Heat & Air Conditioning Inspections
4. There was a total of 38 Farebox Inspections
5. There was a total of 01 Front End Alignments
6. There was a total of 137 Bus Exchanges
7. There was a total of 00 CNG Recertification Inspections
8. There was a total of 56 Avail System Inspections
9. There was a total of 11 Bi-Monthly Camera Inspections
10. There was a total of 09 Road Calls
 - 07 Fixed Route Buses – 07 Towed
 - 00 Non-Revenue Vehicle – 00 Towed
 - 02 Paratransit Buses – 02 Towed
11. There was a total of 00 Warranty Repair
12. There were 00 job related injuries reported.

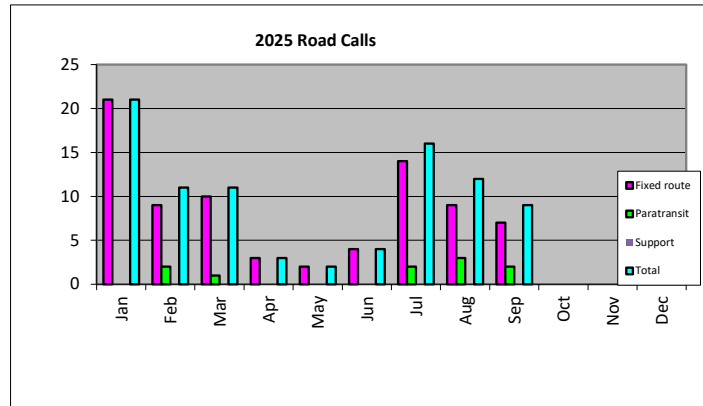
Preventive Maintenance Inspections

| 2025 | Fixed Route | Paratransit | Support | Total |
|------|-------------|-------------|---------|-------|
| Jan | 47 | 46 | 7 | 100 |
| Feb | 45 | 38 | 2 | 85 |
| Mar | 53 | 38 | 4 | 95 |
| Apr | 45 | 35 | 3 | 83 |
| May | 47 | 35 | 4 | 86 |
| Jun | 45 | 40 | 4 | 89 |
| Jul | 45 | 33 | 2 | 80 |
| Aug | 45 | 39 | 9 | 93 |
| Sep | 44 | 48 | 4 | 96 |
| Oct | | | | 0 |
| Nov | | | | 0 |
| Dec | | | | 0 |



Road calls

| 2025 | Fixed route | Paratransit | Support | Total |
|------|-------------|-------------|---------|-------|
| Jan | 21 | 0 | 0 | 21 |
| Feb | 9 | 2 | 0 | 11 |
| Mar | 10 | 1 | 0 | 11 |
| Apr | 3 | 0 | 0 | 3 |
| May | 2 | 0 | 0 | 2 |
| Jun | 4 | 0 | 0 | 4 |
| Jul | 14 | 2 | 0 | 16 |
| Aug | 9 | 3 | 0 | 12 |
| Sep | 7 | 2 | 0 | 9 |
| Oct | | | | 0 |
| Nov | | | | 0 |
| Dec | | | | 0 |



| 2025 | Preventive Maintenance Costs | Repair Costs | Total | Diesel Gallons Used 2024 | Diesel Gallons Used 2025 | SARTA CNG GGE Used 2024 | SARTA CNG GGE Used 2025 | CNG Public Use GGE 2024 | CNG Public Use GGE 2025 | Hydrogen Usage KG 2024 | Hydrogen Usage KG 2025 |
|-------------------|-------------------------------------|---------------------|---------------------|---------------------------------|---------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|-------------------------------|-------------------------------|
| Jan | \$19,519.99 | \$82,638.79 | \$102,158.78 | 9,412 | 547 | 43,362 | 56,647 | 862 | 2,781 | 5,588 | 2,995 |
| Feb | \$12,700.85 | \$64,314.97 | \$77,015.82 | 9,356 | 14 | 40,253 | 48,790 | 680 | 1,354 | 4,991 | 4,006 |
| Mar | \$19,815.61 | \$74,213.06 | \$94,028.67 | 8,349 | 4 | 43,397 | 47,588 | 848 | 979 | 5,551 | 5,841 |
| Apr | \$12,224.94 | \$75,914.49 | \$88,139.43 | 8,137 | 12 | 43,383 | 48,261 | 1,603 | 552 | 4,771 | 5,220 |
| May | \$15,439.51 | \$70,722.01 | \$86,161.52 | 6,750 | 130 | 48,526 | 47,564 | 1,110 | 983 | 5,201 | 3,649 |
| Jun | \$19,075.41 | \$85,746.79 | \$104,822.20 | 5,989 | 110 | 46,442 | 50,844 | 957 | 1,397 | 6,677 | 5,367 |
| Jul | \$19,617.08 | \$76,903.47 | \$96,520.55 | 5,901 | 144 | 50,655 | 53,791 | 1,078 | 1,849 | 4,920 | 4,443 |
| Aug | \$21,588.14 | \$71,332.43 | \$92,920.57 | 5,381 | 41 | 56,321 | 50,313 | 785 | 3,044 | 6,101 | 4,545 |
| Sep | \$27,571.78 | \$60,207.49 | \$87,779.27 | 4,459 | 160 | 48,660 | 50,900 | 753 | 1,884 | 5,039 | 3,792 |
| Oct | | | | 4,074 | | 54,561 | | 861 | | 4,554 | |
| Nov | | | | 2,559 | | 50,116 | | 819 | | 4,845 | |
| Dec | | | | 1,807 | | 55,330 | | 2,490 | | 3,116 | |
| Total | \$167,553.31 | \$661,993.50 | \$829,546.81 | 72174.00 | 1162.00 | 581007.15 | 454698.70 | 12844.93 | 14824.03 | 61354.68 | 39858.00 |
| <i>Month Avg.</i> | <i>\$18,617.03</i> | <i>\$73,554.83</i> | <i>\$92,171.87</i> | <i>7,081.56</i> | <i>129</i> | <i>46,778</i> | <i>50,522</i> | <i>963.88</i> | <i>1,647</i> | <i>5,427</i> | <i>4,429</i> |

GGE - Gasoline Gallon Equivalent

Finance

Michael Brand
Interim Director





Stark Area Regional Transit Authority
Comparative Balance Sheet
For the Nine Months Ending Tuesday, September 30, 2025

| | CURRENT YTD | LAST YTD | VARIANCE |
|---|-----------------------|----------------------|--------------------|
| CASH - FIFTH THIRD-MAIN CHECKING | 0.00 | 172.00 | -172 |
| CASH - FIFTH THIRD-MERCHANT ACCOUNT | 0.00 | 2,030.00 | -2,030 |
| CASH - HUNTINGTON-CHECKING | 2,558,240.00 | 721,586.00 | 1,836,654 |
| CASH - HUNT-MERCHANT TRANSACTIONS | 55,738.00 | 24,598.00 | 31,140 |
| CASH - HUNTINGTON-AR TRANSACTIONS | 45,589.00 | 28,759.00 | 16,831 |
| CASH - SAVINGS (STAR OHIO) | 2,577,356.00 | 1,818.00 | 2,575,538 |
| CASH - HUNT-FSA ACCOUNT | 46,089.00 | 40,288.00 | 5,801 |
| CASH - FIFTH THIRD BANK | 3,613,909.00 | 4,467,800.00 | -853,891 |
| HUNTINGTON CDAR'S | 499,042.00 | 1,038,966.00 | -539,924 |
| IMPREST FUND - COINS | 280.00 | 557.00 | -277 |
| IMPREST FUND - FINANCE | 550.00 | 500.00 | 50 |
| IMPREST FUND - CORNERSTONE | 700.00 | 660.00 | 40 |
| IMPREST FUND - MAINTENANCE | 0.00 | 50.00 | -50 |
| IMPREST FUND - BV | 300.00 | 360.00 | -60 |
| IMPREST FUND - ALLIANCE | 250.00 | 250.00 | 0 |
| IMPREST FUND - MASSILLON | 300.00 | 300.00 | 0 |
| IMPREST FUND - TVM | 1,092.00 | 1,193.00 | -101 |
| TOTAL CASH & EQUIVALENTS | 9,399,436.00 | 6,329,886.00 | 3,069,550 |
| ACCOUNTS RECEIVABLE | 67,136.00 | 253,773.00 | -186,637 |
| PROJECT RECEIVABLE | 194,240.00 | 0.00 | 194,240 |
| INTEREST AND DIVIDENDS REC | 21,202.00 | 0.00 | 21,202 |
| ESTIMATED SALES TAX RECV | 4,157,875.00 | 4,628,120.00 | -470,245 |
| TOTAL RECEIVABLES | 4,440,453.00 | 4,881,893.00 | -441,440 |
| INVENTORY - VEHICLE PARTS & SUPPLIES | 620,697.00 | 34,132.00 | 586,565 |
| INVENTORY - DIESEL FUEL | 16,195.00 | 24,180.00 | -7,985 |
| INVENTORY - LUBRICANTS | 35,494.00 | 119,771.00 | -84,277 |
| INVENTORY - HYDROGEN | 0.00 | 6,969.00 | -6,969 |
| TOTAL INVENTORIES | 672,386.00 | 185,053.00 | 487,334 |
| WIP - CORNERSTONE PROJECT | 11,494.00 | 0.00 | 11,494 |
| WIP - OTHER CAPITAL PROJECTS | 0.00 | 16,019.00 | -16,019 |
| WIP - BUS PURCHASES | 0.00 | 1,452,143.00 | -1,452,143 |
| WIP - MAINTENANCE PROJECTS | 2,815.00 | 41,158.00 | -38,343 |
| WIP - IT PROJECTS | 585.00 | 7,600.00 | -7,015 |
| WIP - BUILDING EXPANSION PROJECT | 0.00 | 402,424.00 | -402,424 |
| WIP - RESEARCH | 81,190.00 | 18,034.00 | 63,156 |
| WIP - MASSILLON PROJECT | 0.00 | 357,152.00 | -357,152 |
| WIP - HYDROGEN STATION | 0.00 | 1,638,000.00 | -1,638,000 |
| WIP - 5310 ENHANCED MOBILITY FOR DISABILITIES | 2,655.00 | 1,157.00 | 1,498 |
| WIP - FIXED ASSET CLEARING | 3,231,080.00 | 20,618,438.00 | -17,387,359 |
| TOTAL WORK IN PROCESS | 3,329,818.00 | 24,552,125.00 | -21,222,307 |
| LAND | 2,592,129.00 | 2,592,129.00 | 0 |
| BLDG & IMPROVEMENTS | 41,024,443.00 | 26,592,724.00 | 14,431,719 |
| 30', 35' & 40' BUSES | 39,427,270.00 | 38,700,588.00 | 726,682 |
| LIGHT DUTY BUSES | 16,939,940.00 | 13,907,561.00 | 3,032,378 |
| AUTOS & PICKUPS | 818,480.00 | 726,070.00 | 92,410 |
| LIFE EXTENDING OVERHAULS | 225,482.00 | 361,922.00 | -136,440 |
| COMPUTER HARDWARE | 755,406.00 | 946,268.00 | -190,862 |
| SOFTWARE/MISC | 2,154,465.00 | 2,246,542.00 | -92,077 |
| FURNITURE & FIXTURES | 394,283.00 | 105,212.00 | 289,071 |
| ELECTRONICS | 871,676.00 | 1,049,663.00 | -177,987 |
| MACHINERY & EQUIPMENT | 2,584,585.00 | 2,222,778.00 | 361,806 |
| SIGNS & SHELTERS | 1,226,064.00 | 1,262,554.00 | -36,490 |
| BUS M&E FAREBOXES RADIOS | 7,001,189.00 | 5,182,158.00 | 1,819,030 |
| TOTAL FIXED ASSETS | 116,015,410.00 | 95,896,170.00 | 20,119,240 |
| ACC DEPR - BLDG | -9,205,329.00 | -7,841,224.00 | -1,364,105 |
| ACC DEPR - 30' 35' 40' | -22,507,002.00 | -19,713,696.00 | -2,793,305 |
| ACC DEPR - LT DU | -6,365,652.00 | -5,142,521.00 | -1,223,132 |
| ACC DEPR - AUTOS | -675,459.00 | -640,796.00 | -34,663 |



Stark Area Regional Transit Authority
Comparative Balance Sheet
 For the Nine Months Ending Tuesday, September 30, 2025

| | CURRENT YTD | LAST YTD | VARIANCE |
|------------------------------------|-----------------------|-----------------------|-------------------|
| ACC DEPR - OVERH | -120,813.00 | -143,069.00 | 22,255 |
| ACC DEPR - HARDW | -525,437.00 | -554,356.00 | 28,919 |
| ACC DEPR - FURN | -134,208.00 | -84,215.00 | -49,993 |
| ACC DEPR - ELECT | -798,905.00 | -934,491.00 | 135,587 |
| ACC DEPR - MACH | -1,549,194.00 | -1,423,440.00 | -125,754 |
| ACC DEPR - SIGNS | -1,145,514.00 | -967,402.00 | -178,111 |
| ACC DEPR - BUS M | -6,689,432.00 | -7,012,048.00 | 322,616 |
| ACC AMORT - SOFTWARE & MISC ASSETS | -2,069,604.00 | -2,038,744.00 | -30,860 |
| TOTAL ACC DEPR + AMORT | -51,786,550.00 | -46,496,003.00 | -5,290,547 |
| NET CAPITAL ASSETS | 64,228,860.00 | 49,400,167.00 | 14,828,693 |
| PREPAID INSURANCE | -20,830.00 | 128,910.00 | -149,739 |
| OTHER PREPAID EXPENSES | 1,010,751.00 | 367,819.00 | 642,932 |
| PREPAID HEALTH INSURANCE | -1,088,120.00 | -37,550.00 | -1,050,570 |
| NET OPEB ASSET | 705,133.00 | 0.00 | 705,133 |
| NET PENSION ASSET | 225,265.00 | 132,677.00 | 92,588 |
| DEFERRED OUTFLOW-OPEB | 607,635.00 | 1,435,542.00 | -827,907 |
| DEFERRED OUTFLOW OF RESOURCES | 7,057,974.00 | 10,769,873.00 | -3,711,899 |
| TOTAL OTHER ASSETS | 8,497,809.00 | 12,797,271.00 | -4,299,462 |
| TOTAL ASSETS | 90,568,763.00 | 98,146,395.00 | -7,577,632 |
| ACCOUNTS PAYABLE | 308,592.00 | 2,678,752.00 | -2,370,160 |
| ACCRUED PURCHASES | 121,857.00 | 1,822,402.00 | -1,700,545 |
| TOTAL ACCOUNTS PAYABLE | 430,448.00 | 4,501,153.00 | -4,070,705 |
| ACCRUED PAYROLL | 292,463.00 | 296,855.00 | -4,392 |
| ACCRUED PTO | 124,418.00 | 459,015.00 | -334,597 |
| ACCRUED SICK LEAVE | 449,680.00 | 565,531.00 | -115,852 |
| ACCRUED ANNIVERSARY & BIRTHDAY | 5,392.00 | 23,380.00 | -17,988 |
| ACCRUED FED INCOME TAX WITHHELD | 0.00 | 283.00 | -283 |
| ACCRUED STATE TAX WITHELD | -2.00 | 64.00 | -66 |
| ACCRUED LOCAL TAX WITHELD | 10,541.00 | 54.00 | 10,487 |
| ACCRUED MEDICARE - EMPLOYEES SHARE | 5,149.00 | 5,259.00 | -110 |
| ACCRUED MEDICARE - EMPLOYER SHARE | 5,149.00 | 5,259.00 | -110 |
| ACCRUED PERS-EMPLOYEES | 90,620.00 | 111,895.00 | -21,275 |
| ACCRUED PERS-EMPLOYER | 151,406.00 | 181,163.00 | -29,757 |
| ACCRUED BENEFITS - VDSTDTL | 4,235.00 | 5,255.00 | -1,020 |
| ACCRUED UNION BENEFITS - VDH | 33.00 | -14,409.00 | 14,442 |
| CHILD SUPPORT LIABILITY | 424.00 | 0.00 | 424 |
| YMCA DUES LIABILITY | 2,634.00 | 3,179.00 | -545 |
| SUPPLEMENTAL INSURANCE LIAB | 5,290.00 | 2,350.00 | 2,940 |
| EMPLOYEES DEF. COMPENSATION LIAB | 0.00 | 45.00 | -45 |
| VOLUNTARY LEVY CONTRIBUTIONS | 10.00 | 0.00 | 10 |
| FLEXIBLE SPENDING LIABILITY | 26,287.00 | 47,409.00 | -21,122 |
| TOTAL PAYROLL LIABILITIES | 1,173,728.00 | 1,692,586.00 | -518,857 |
| OTHER CURR LIABILITIES-MISC | 24,284.00 | 492,105.00 | -467,821 |
| CURRENT LIAB.-FTA INTEREST | 385,912.00 | 442,065.00 | -56,153 |
| NET OPEB LIABILITY | 0.00 | 482,555.00 | -482,555 |
| NET PENSION LIABILITY | 20,938,306.00 | 23,228,813.00 | -2,290,507 |
| DEFERRED INFLOWS-OPEB | 413,480.00 | 169,217.00 | 244,263 |
| DEFERRED INFLOWS OF RESOURCES | 95,298.00 | 119,312.00 | -24,014 |
| TOTAL OTHER LIABILITIES | 21,857,280.00 | 24,934,067.00 | -3,076,788 |
| TOTAL LIABILITIES | 23,461,456.00 | 31,127,806.00 | -7,666,350 |
| 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 | -12,616,587.00 | -12,527,321.00 | -89,266 |
| RESTRICTED OPERS PENSION | 202,985.00 | 113,719.00 | 89,266 |



Stark Area Regional Transit Authority
 Comparative Balance Sheet
 For the Nine Months Ending Tuesday, September 30, 2025

| | CURRENT YTD | LAST YTD | VARIANCE |
|---|-------------------|-------------------|----------------|
| ACCUMULATED EARNINGS<LOSSES> | 70,279,140.00 | 67,580,622.00 | 2,698,518 |
| NET REVENUE | 1,089,474.00 | 3,699,274.00 | -2,609,800 |
| TOTAL LIABILITIES & ACCUMULATED EARNINGS | 90,568,763.00 | 98,146,395.00 | -7,577,632 |



September 2025 Investment Report

| Investments | | | |
|--------------------|-------|-----------------|-----------|
| Name | Yield | Total | Maturity |
| Star Ohio | 4.40% | \$ 2,577,356.47 | |
| CDARS | | | |
| -8131 | 5.10% | \$ 246,733.82 | 10/2/2025 |
| -8375 | 4.00% | \$ 252,308.15 | 1/8/2026 |
| Total of all CDARS | | \$ 499,041.97 | |

| 5th 3rd | | | | | | | | |
|----------------|---------------------|---------------|------------|-------------------------------|----------------|------------------------|------------------------|--------------------|
| Type | Current Units | Purchase Date | Identifier | Description | Final Maturity | Original Cost | Market Value | Current Book Yield |
| CD | 245,000.00 | 5/15/2024 | 82869AFY6 | SIMMONS BANK | 11/14/2025 | \$ 245,000.00 | \$ 245,274.40 | 5.10 |
| CD | 245,000.00 | 5/16/2024 | 06051XDRO | BANK OF AMERICA | 11/17/2025 | \$ 245,000.00 | \$ 245,294.00 | 5.10 |
| CD | 249,000.00 | 4/14/2021 | 856285VK4 | STATE BANK OF INDIA-33682 | 4/14/2026 | \$ 249,000.00 | \$ 245,073.27 | 0.90 |
| CD | 245,000.00 | 5/15/2024 | 61768E3R2 | MORGAN STANLEY PRIVATE BANK | 5/15/2026 | \$ 245,000.00 | \$ 246,577.80 | 5.00 |
| CD | 245,000.00 | 9/19/2025 | 319137DM4 | FIRST BANK | 3/19/2027 | 245,000.00 | \$ 244,904.45 | 3.70 |
| CD | 245,000.00 | 9/10/2025 | 549104L88 | LUANA SAVINGS BANK | 9/10/2027 | 245,000.00 | \$ 244,938.75 | 3.65 |
| CD | 245,000.00 | 9/15/2025 | 68405VEL9 | OPTUM BANK | 9/15/2027 | 245,000.00 | \$ 245,176.40 | 3.70 |
| CD | 250,000.00 | 9/17/2025 | 59013LDF8 | MERRICK BANK | 9/17/2027 | 250,000.00 | \$ 250,215.00 | 3.70 |
| CD | 245,000.00 | 9/18/2025 | 89235MTE1 | TOYOTA FINANCIAL SAVINGS BANK | 9/20/2027 | 245,000.00 | \$ 244,816.25 | 3.60 |
| CD | 170,000.00 | 9/19/2025 | 55316CDU7 | M1 BANK | 10/19/2027 | 170,000.00 | \$ 169,877.60 | 3.60 |
| CD | 245,000.00 | 9/15/2025 | 227563NM1 | CROSS RIVER BANK | 3/15/2028 | 245,000.00 | \$ 244,713.35 | 3.85 |
| CD | 250,000.00 | 9/15/2025 | 32022RA72 | 1ST FINANCIAL BANK USA | 9/15/2028 | 250,000.00 | \$ 249,650.00 | 3.60 |
| MM Fund | 5,769.91 | | 60934N104 | Federated HRMS | 9/30/2025 | \$ 5,769.91 | \$ 5,769.91 | 4.01 |
| US GOV | 730,000.00 | 3/31/2025 | 91282CLG4 | United States Treasury | 8/15/2027 | \$ 728,830.86 | \$ 731,627.90 | 3.82 |
| SUMMARY | 3,614,769.91 | | | | | \$ 3,613,600.77 | \$ 3,613,909.08 | |

Total of All Investments: \$ 6,690,307.52



STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 9/30/2025

| | <u>September 20...</u> <u>Actual</u> | <u>September 20...</u> <u>Budget</u> | <u>September 20...</u> <u>Prior Yr Actual</u> | <u>Jan 25 - Sep 25</u> <u>Actual</u> | <u>Jan 25 - Sep 25</u> <u>Budget</u> | <u>Jan 24 - Sep 24</u> <u>Prior Yr Actual</u> | <u>-over/under</u> <u>Budget</u> |
|--|---|---|--|---|---|--|-------------------------------------|
| CASH FARES | 41,699 | 32,607 | 40,561 | 367,327 | 293,310 | 364,852 | -74,017 |
| CASH FARES WAYNE COUNTY | 0 | 0 | 153 | 0 | 0 | 1,559 | 0 |
| ADULT PASSES | 18,440 | 9,085 | 11,337 | 249,377 | 176,967 | 220,832 | -72,410 |
| FULL FARE TICKETS | 20,900 | 16,260 | 20,291 | 205,720 | 161,306 | 201,289 | -44,414 |
| PURCHASED TRANSPORTATION FARES | 0 | 343 | 428 | 39 | 343 | 428 | 304 |
| STUDENT PASSES | 358 | 242 | 303 | 8,539 | 13,553 | 16,913 | 5,014 |
| PROLINE CASH FARES | 6,685 | 6,836 | 7,852 | 62,494 | 61,524 | 77,710 | -969 |
| REDUCED FARE TICKETS | 307 | 77 | 96 | 1,788 | 1,967 | 2,455 | 179 |
| REDUCED FARE PASSES | 7,122 | 5,055 | 6,308 | 61,896 | 52,430 | 65,426 | -9,466 |
| PROLINE TICKETS | 1,157 | 4,632 | 5,780 | 8,289 | 9,536 | 11,900 | 1,247 |
| PROLINE PASSES | 2,340 | 3,498 | 4,365 | 20,007 | 26,778 | 33,415 | 6,771 |
| CLEVELAND TICKETS | 230 | 88 | 110 | 1,868 | 1,023 | 1,277 | -844 |
| TOTAL PASSENGER FARES | 99,238 | 78,723 | 97,581 | 987,342 | 798,736 | 998,054 | -188,606 |
| CONTRACTED SERVICES | 4,005 | 26,955 | 33,637 | 73,306 | 156,570 | 195,379 | 83,264 |
| WAYNE COUNTY SERVICES | 0 | 0 | 0 | 0 | 0 | 49,376 | 0 |
| VETERANS TRANSPORT FARES | 16,575 | 0 | 0 | 49,725 | 26,565 | 33,150 | -23,160 |
| SPECIAL SHUTTLE FARES | 0 | 0 | 0 | 0 | 565 | 705 | 565 |
| TOTAL SPECIAL TRANSIT | 20,580 | 26,955 | 33,637 | 123,031 | 183,700 | 278,610 | 60,669 |
| PROGRAM INCOME - ADVERTISING | 2,271 | 1,550 | 6,452 | 31,389 | 10,732 | 44,664 | -20,658 |
| PROGRAM INCOME - CONCESSIONS | 67 | 31 | 128 | 827 | 296 | 1,231 | -531 |
| PROGRAM INCOME-RNG SUPPLY | 9,246 | 3,305 | 13,757 | 84,166 | 18,932 | 78,795 | -65,234 |
| PROGRAM INCOME - BUS WASH | 0 | 0 | 0 | 600 | 147 | 610 | -453 |
| PROGRAM INCOME - HYDROGEN FUEL | 0 | 3 | 0 | 0 | 31 | 174 | 31 |
| SUBTOTAL PROGRAM INCOME | 11,585 | 4,890 | 20,337 | 116,982 | 30,138 | 125,475 | -86,845 |
| INTEREST INCOME | 22,536 | 6,990 | 22,524 | 197,671 | 34,810 | 112,165 | -162,861 |
| TOTAL INTEREST & DISCOUNT REVENUE | 22,536 | 6,990 | 22,524 | 197,671 | 34,810 | 112,165 | -162,861 |
| DIESEL FUEL TAX REFUND | 0 | 0 | 2,051 | 0 | 0 | 29,422 | 0 |
| DIESEL FUEL TAX REFUND | 0 | 167 | 0 | 723 | 1,500 | 0 | 778 |
| STARK COUNTY GASOLINE REFUND | 304 | 2,602 | 0 | 3,359 | 23,415 | 0 | 20,057 |
| WAYNE COUNTY GASOLINE REFUND | 0 | 0 | 0 | 0 | 0 | 6,226 | 0 |
| CNG FUEL REFUND | 0 | 91 | 0 | 0 | 816 | 0 | 816 |
| STARK COUNTY GASOLINE REFUND | 0 | 0 | 610 | 0 | 0 | 4,665 | 0 |
| CNG FUEL REFUND | 0 | 0 | 0 | 0 | 0 | 883 | 0 |
| CNG ROYALTIES | 0 | 0 | 0 | 1,220 | 1,904 | 1,544 | 684 |
| CNG - UTILITY REIMBURSEMENT | 2,254 | 1,054 | 855 | 17,696 | 12,454 | 10,101 | -5,242 |
| MISC REV-NONTRANSPORTATION | 71,371 | 3,219 | 2,611 | 738,542 | 86,576 | 70,220 | -651,966 |
| MISC REV-EXTRAORDINARY ITEM | 125 | 191 | 155 | 620 | 1,332 | 1,080 | 712 |
| INVESTMENT INCOME | -70 | 0 | 0 | 7,688 | 0 | 0 | -7,688 |
| INSURANCE PROCEEDS REVENUE | 85,842 | 0 | 0 | 85,842 | 0 | 0 | -85,842 |
| TOTAL NON-TRANSPORTATION REVENUE | 159,825 | 7,323 | 6,281 | 855,689 | 127,997 | 124,141 | -727,692 |
| SALES TAX REVENUE | 1,216,952 | 1,339,087 | 1,403,703 | 13,971,011 | 13,314,906 | 13,957,399 | -656,105 |
| TOTAL SALES TAX REVENUE | 1,216,952 | 1,339,087 | 1,403,703 | 13,971,011 | 13,314,906 | 13,957,399 | -656,105 |
| TOTAL REVENUES | 1,530,716 | 1,463,968 | 1,584,063 | 16,251,725 | 14,490,287 | 15,595,844 | -1,761,438 |

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 9/30/2025

| | <u>September 20...</u> <u>Actual</u> | <u>September 20...</u> <u>Budget</u> | <u>September 20...</u> <u>Prior Yr Actual</u> | <u>Jan 25 - Sep 25</u> <u>Actual</u> | <u>Jan 25 - Sep 25</u> <u>Budget</u> | <u>Jan 24 - Sep 24</u> <u>Prior Yr Actual</u> | <u>-over/under</u> <u>Budget</u> |
|---|---|---|--|---|---|--|-------------------------------------|
| EXPENSES | | | | | | | |
| EXECUTIVE OFFICE | | | | | | | |
| EX - SAL & WAGES-FIXED | 12,772 | 11,963 | 20,661 | 120,748 | 119,625 | 127,724 | -1,122 |
| EX - SAL & WAGES-PARATRANSIT | 6,880 | 6,163 | 10,643 | 62,571 | 61,625 | 65,797 | -946 |
| EX - INCENTIVES | 0 | 118 | 175 | 1,550 | 1,184 | 700 | -366 |
| EX - MEDICARE TAX | 220 | 260 | 494 | 3,233 | 2,603 | 3,339 | -630 |
| EX - PERS | 5,276 | 4,244 | 5,894 | 51,498 | 42,441 | 52,528 | -9,057 |
| EX - HEALTH INSURANCE | 1,972 | 3,146 | 3,018 | 35,055 | 28,310 | 27,617 | -6,745 |
| EX - LIFE INSURANCE | 7 | 22 | 34 | 71 | 218 | 337 | 147 |
| EX - STD INSURANCE | 0 | 53 | 0 | 0 | 534 | 913 | 534 |
| EX - VISION | 13 | 19 | 38 | 343 | 185 | 300 | -158 |
| EX - DENTAL | 15 | 52 | 88 | 497 | 525 | 865 | 28 |
| EX - WORKERS' COMP | 106 | 125 | 183 | 1,901 | 1,254 | 1,581 | -647 |
| EX - SICK LEAVE | 93 | 545 | 0 | 2,330 | 5,446 | 2,819 | 3,116 |
| EX - HOLIDAY,FUNERAL,OTHER | 373 | 629 | 1,108 | 3,739 | 6,286 | 4,387 | 2,547 |
| EX - PTO | 1,864 | 2,764 | 1,513 | 25,188 | 27,640 | 27,355 | 2,452 |
| EX - UNIFORMS | 131 | 11 | 0 | 131 | 113 | 193 | -18 |
| TOTAL EXECUTIVE OFFICES WAGES & BENEFITS | 29,721 | 30,113 | 43,848 | 308,854 | 297,988 | 316,455 | -10,867 |
| EX - PTS LEGAL-GENERAL | 60,542 | 26,346 | 21,992 | 296,767 | 312,036 | 260,464 | 15,268 |
| EX - PTS-OTHER | 36,967 | 8,457 | 9,911 | 129,156 | 14,386 | 16,860 | -114,771 |
| EX - CLINIC | 7,200 | 7,787 | 7,200 | 68,400 | 75,920 | 70,194 | 7,520 |
| EX - CLINIC SUPPLIES | 1,168 | 3,130 | 2,894 | 22,522 | 24,948 | 23,067 | 2,426 |
| EX - TRAINING & TRAVEL EXPENSE | 0 | 750 | 4,106 | 3,462 | 2,929 | 16,041 | -533 |
| EX - EXPENDABLE ASSETS | 0 | 313 | 432 | 237 | 1,181 | 1,630 | 943 |
| TOTAL EXECUTIVE OFFICE | 135,598 | 76,896 | 90,383 | 829,400 | 729,387 | 704,710 | -100,013 |
| TRANSPORTATION | | | | | | | |
| TR - SAL & WAGES-FIXED | 355,562 | 324,899 | 382,667 | 2,987,194 | 3,248,992 | 3,452,236 | 261,798 |
| TR - SAL & WAGES-PARATRANSIT | 116,113 | 172,766 | 170,256 | 1,100,369 | 1,727,657 | 1,864,615 | 627,288 |
| TR - INCENTIVE | 71,875 | 5,715 | 12,350 | 186,950 | 57,154 | 40,125 | -129,796 |
| TR - MEDICARE TAX | 8,005 | 6,520 | 8,827 | 70,886 | 65,199 | 86,435 | -5,687 |
| TR - PERS | 123,419 | 104,119 | 146,373 | 1,064,219 | 1,041,191 | 1,354,320 | -23,028 |
| TR - HEALTH INSURANCE | 232,481 | 208,291 | 202,584 | 2,155,619 | 1,874,616 | 1,851,018 | -281,002 |
| TR - LIFE INSURANCE | -1,755 | 664 | 873 | 2,109 | 6,640 | 8,874 | 4,530 |
| TR - STD INSURANCE | 0 | 1,156 | 0 | 0 | 11,558 | 19,760 | 11,558 |
| TR - VISION | 0 | 62 | 0 | 0 | 619 | 0 | 619 |
| TR - DENTAL | 8,065 | 7,626 | 9,940 | 118,721 | 76,257 | 99,719 | -42,463 |
| TR - UNEMPLOYMENT | 0 | 0 | 0 | 98,804 | 0 | 0 | -98,804 |
| TR - WORKERS' COMP | 12,776 | 8,756 | 12,786 | 122,833 | 87,557 | 112,275 | -35,276 |
| TR - HOLIDAY,FUNERAL,OTHER | 21,437 | 11,816 | 24,456 | 103,491 | 118,159 | 116,908 | 14,667 |
| TR - PTO | 35,428 | 42,645 | 45,371 | 459,404 | 426,448 | 448,240 | -32,955 |
| TR - SHORT TERM DISABILITY AND OTHER WAGES | 12,722 | 7,032 | 9,037 | 77,368 | 70,319 | 98,677 | -7,049 |
| TR - UNIFORMS | 1,036 | 1,832 | 3,043 | 26,009 | 18,323 | 29,996 | -7,685 |
| TR - YMCA & MISC BENEFITS | 0 | 135 | -1 | 1,180 | 1,348 | 2,307 | 168 |

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 9/30/2025

| | <u>September 20...</u> <u>Actual</u> | <u>September 20...</u> <u>Budget</u> | <u>September 20...</u> <u>Prior Yr Actual</u> | <u>Jan 25 - Sep 25</u> <u>Actual</u> | <u>Jan 25 - Sep 25</u> <u>Budget</u> | <u>Jan 24 - Sep 24</u> <u>Prior Yr Actual</u> | <u>-over/under</u> <u>Budget</u> |
|--|---|---|--|---|---|--|-------------------------------------|
| TA - SAL & WAGES-FIXED | 48,197 | 51,033 | 54,389 | 479,270 | 510,334 | 550,628 | 31,064 |
| TA - SAL & WAGES-PARATRANSIT | 25,200 | 26,290 | 28,019 | 248,075 | 262,900 | 283,657 | 14,825 |
| TA - INCENTIVE | 175 | 1,130 | 1,825 | 13,175 | 11,304 | 7,125 | -1,871 |
| TA - MEDICARE TAX | 1,201 | 1,069 | 1,406 | 12,755 | 10,688 | 13,880 | -2,068 |
| TA - PERS | 22,257 | 17,965 | 24,316 | 204,004 | 179,654 | 228,355 | -24,350 |
| TA - HEALTH INSURANCE | 31,858 | 29,253 | 28,680 | 311,302 | 263,273 | 261,551 | -48,029 |
| TA - LIFE INSURANCE | 116 | 92 | 128 | 653 | 920 | 1,261 | 267 |
| TA - STD INSURANCE | 0 | 216 | 0 | 0 | 2,161 | 3,694 | 2,161 |
| TA - VISION | 210 | 160 | 280 | 2,176 | 1,599 | 2,596 | -577 |
| TA - DENTAL | 235 | 509 | 879 | 4,324 | 5,091 | 8,417 | 766 |
| TA - UNEMPLOYMENT | 0 | 1,521 | 0 | 0 | 15,205 | 0 | 15,205 |
| TA - WORKERS' COMP | 1,689 | 1,150 | 1,735 | 16,847 | 11,502 | 14,694 | -5,346 |
| TA - SICK LEAVE | 2,860 | 2,090 | 2,987 | 26,642 | 20,904 | 18,014 | -5,739 |
| TA - HOLIDAY,FUNERAL,OTHER | 4,294 | 2,711 | 4,799 | 20,684 | 27,107 | 25,559 | 6,423 |
| TA - PTO | 10,987 | 8,375 | 10,954 | 75,897 | 83,749 | 72,002 | 7,852 |
| TA - SHORT TERM DISABILITY AND OTHER WAGES | 0 | 0 | 0 | 1,200 | 0 | 0 | -1,200 |
| TA - UNIFORMS | 0 | 217 | 0 | 1,199 | 2,171 | 3,689 | 972 |
| TA - YMCA & MISC BENEFITS | 0 | 38 | 0 | 249 | 383 | 655 | 134 |
| TA - TRAINING & TRAVEL | 0 | 0 | 0 | 0 | 2,827 | 15,480 | 2,827 |
| TOTAL TRANSPORTATION WAGES & BENEFITS | 1,146,441 | 1,047,852 | 1,188,959 | 9,993,610 | 10,243,808 | 11,096,763 | 250,198 |
| TR - PTS-OTHER | 0 | 0 | 0 | 22,600 | 17,520 | 20,533 | -5,080 |
| TR - PRINTING | 0 | 1,346 | 2,235 | 9,490 | 28,172 | 46,766 | 18,682 |
| TR - DUES & SUBSCRIPTIONS | 279 | 0 | 0 | 1,675 | 0 | 0 | -1,675 |
| TR - EXPENDABLE ASSETS | 0 | 159 | 220 | 1,061 | 1,821 | 2,514 | 760 |
| TOTAL TRANSPORTATION | 1,146,720 | 1,049,358 | 1,191,414 | 10,028,436 | 10,291,322 | 11,166,577 | 262,885 |
| MAINTENANCE | | | | | | | |
| MA - SAL & WAGES-FIXED | 27,659 | 22,996 | 26,929 | 229,755 | 229,956 | 245,494 | 202 |
| MA - SAL & WAGES-PARATRANSIT | 14,452 | 11,846 | 13,873 | 119,018 | 118,463 | 126,467 | -555 |
| MA - INCENTIVE | 150 | 466 | 1,075 | 5,625 | 4,665 | 3,000 | -960 |
| MA - MEDICARE TAX | 622 | 514 | 683 | 6,501 | 5,136 | 6,499 | -1,365 |
| MA - PERS | 11,349 | 8,545 | 11,808 | 101,766 | 85,453 | 106,303 | -16,313 |
| MA - HEALTH INSURANCE | 13,938 | 13,450 | 12,070 | 125,271 | 121,046 | 120,526 | -4,225 |
| MA - LIFE INSURANCE | 51 | 40 | 57 | 266 | 404 | 546 | 137 |
| MA - STD INSURANCE | 0 | 104 | 0 | 0 | 1,041 | 1,780 | 1,041 |
| MA - VISION | 92 | 84 | 157 | 957 | 843 | 1,377 | -115 |
| MA - DENTAL | 103 | 269 | 477 | 1,779 | 2,691 | 4,472 | 912 |
| MA - UNEMPLOYMENT | 0 | 2,468 | 0 | 0 | 24,682 | 0 | 24,682 |
| MA - WORKERS' COMP | 739 | 537 | 731 | 6,851 | 5,372 | 6,839 | -1,480 |
| MA - SICK LEAVE | 385 | 1,938 | 295 | 20,688 | 19,376 | 10,842 | -1,312 |
| MA - HOLIDAY,FUNERAL,OTHER | 2,149 | 1,266 | 2,604 | 12,491 | 12,664 | 12,398 | 173 |
| MA - PTO | 2,641 | 5,198 | 5,201 | 43,219 | 51,979 | 46,779 | 8,761 |
| MA - SHORT TERM DISABILITY AND OTHER WAGES | 0 | 0 | 0 | 6,606 | 0 | 0 | -6,606 |
| MA - TRAINING & TRAVEL EXPENSE | 10 | 17 | 92 | 10 | 906 | 4,961 | 896 |
| MA - UNIFORMS | 0 | 46 | 0 | 0 | 462 | 578 | 462 |

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 9/30/2025

| | <u>September 20...</u> <u>Actual</u> | <u>September 20...</u> <u>Budget</u> | <u>September 20...</u> <u>Prior Yr Actual</u> | <u>Jan 25 - Sep 25</u> <u>Actual</u> | <u>Jan 25 - Sep 25</u> <u>Budget</u> | <u>Jan 24 - Sep 24</u> <u>Prior Yr Actual</u> | <u>-over/under</u> <u>Budget</u> |
|--|---|---|--|---|---|--|-------------------------------------|
| MA - YMCA & MISC BENEFITS | 0 | 24 | 0 | 0 | 238 | 407 | 238 |
| MS - SAL & WAGES-FIXED | 16,958 | 16,513 | 17,025 | 148,915 | 165,130 | 179,247 | 16,215 |
| MS - SAL & WAGES-PARATRANSIT | 8,878 | 8,577 | 8,770 | 77,114 | 85,769 | 93,330 | 8,655 |
| MS - INCENTIVE | 4,250 | 322 | 775 | 11,975 | 3,217 | 3,025 | -8,758 |
| MS - MEDICARE TAX | 469 | 334 | 425 | 4,143 | 3,343 | 4,422 | -800 |
| MS - PERS | 7,318 | 5,403 | 6,855 | 63,569 | 54,027 | 69,456 | -9,542 |
| MS - HEALTH INSURANCE | 13,399 | 10,474 | 10,139 | 128,016 | 105,596 | 102,213 | -22,420 |
| MS - LIFE INSURANCE | 51 | 40 | 49 | 300 | 399 | 537 | 98 |
| MS - STD INSURANCE | 0 | 73 | 0 | 0 | 729 | 1,247 | 729 |
| MS - VISION | 0 | 4 | 0 | 0 | 37 | 0 | 37 |
| MS - DENTAL | 462 | 428 | 496 | 7,205 | 4,279 | 5,561 | -2,926 |
| MS - WORKERS' COMP | 739 | 491 | 639 | 7,401 | 4,909 | 6,141 | -2,492 |
| MS - HOLIDAY,FUNERAL,OTHER | 1,746 | 667 | 1,539 | 6,747 | 6,675 | 6,347 | -72 |
| MS - PTO | 4,654 | 2,438 | 3,077 | 31,238 | 24,385 | 23,653 | -6,853 |
| MS - SHORT TERM DISABILITY AND OTHER WAGES | 59 | 465 | 0 | 13,387 | 4,646 | 4,039 | -8,741 |
| MS - UNIFORMS | 359 | 295 | 513 | 2,462 | 2,953 | 4,244 | 491 |
| MS - YMCA & MISC BENEFITS | 0 | 0 | 0 | 211 | 0 | 0 | -211 |
| MT - SAL & WAGES-FIXED | 49,902 | 41,842 | 47,559 | 395,217 | 418,419 | 453,061 | 23,202 |
| MT - SAL & WAGES-PARATRANSIT | 26,286 | 21,555 | 24,500 | 205,799 | 215,549 | 233,395 | 9,750 |
| MT - INCENTIVE | 9,225 | 705 | 1,975 | 24,700 | 7,048 | 4,425 | -17,652 |
| MT - MEDICARE TAX | 1,203 | 832 | 1,138 | 10,590 | 8,323 | 10,855 | -2,268 |
| MT - PERS | 20,195 | 13,358 | 18,624 | 161,236 | 133,585 | 171,405 | -27,651 |
| MT - HEALTH INSURANCE | 28,943 | 25,116 | 24,573 | 261,745 | 226,047 | 219,156 | -35,698 |
| MT - LIFE INSURANCE | 108 | 72 | 109 | 608 | 722 | 928 | 114 |
| MT - STD INSURANCE | 0 | 139 | 0 | 0 | 1,386 | 2,370 | 1,386 |
| MT - VISION | 0 | 8 | 0 | 0 | 79 | 0 | 79 |
| MT - DENTAL | 990 | 874 | 1,204 | 14,529 | 8,737 | 11,051 | -5,791 |
| MT - WORKERS' COMP | 1,584 | 1,027 | 1,553 | 15,116 | 10,269 | 12,773 | -4,847 |
| MT - HOLIDAY | 3,638 | 1,615 | 4,284 | 16,691 | 16,154 | 14,850 | -537 |
| MT - PTO | 7,141 | 5,612 | 5,538 | 61,930 | 56,123 | 44,412 | -5,807 |
| MT - SHORT TERM DISABILITY AND OTHER WAGES | 1,883 | 681 | 0 | 28,135 | 6,811 | 11,645 | -21,323 |
| MT - UNIFORMS | 1,256 | 801 | 832 | 11,276 | 8,011 | 10,437 | -3,265 |
| MT - YMCA & MISC BENEFITS | 0 | 6 | 0 | 0 | 60 | 103 | 60 |
| MT - TOOLS | 3,895 | 384 | 648 | 7,798 | 3,838 | 3,266 | -3,959 |
| MBGE - SAL & WAGES-FIXED | 8,008 | 8,125 | 11,288 | 81,550 | 81,250 | 87,260 | -300 |
| MBGE - SAL & WAGES-PARATRANSIT | 4,206 | 4,372 | 5,815 | 42,215 | 43,715 | 45,453 | 1,501 |
| MBGE - INCENTIVE | 25 | 181 | 400 | 3,775 | 1,809 | 975 | -1,966 |
| MBGE - MEDICARE TAX | 192 | 188 | 282 | 2,430 | 1,875 | 2,332 | -555 |
| MBGE - PERS | 3,494 | 3,238 | 4,918 | 38,812 | 32,384 | 39,777 | -6,428 |
| MBGE - HEALTH INSURANCE | 8,003 | 7,832 | 7,563 | 79,454 | 70,486 | 67,884 | -8,967 |
| MBGE - LIFE INSURANCE | 29 | 22 | 35 | 151 | 219 | 284 | 68 |
| MBGE - STD INSURANCE | 0 | 36 | 0 | 0 | 363 | 621 | 363 |
| MBGE - VISION | 52 | 42 | 82 | 660 | 417 | 673 | -243 |
| MBGE - DENTAL | 59 | 130 | 241 | 1,188 | 1,302 | 2,145 | 114 |
| MBGE - WORKERS' COMP | 422 | 304 | 457 | 4,386 | 3,042 | 3,794 | -1,344 |

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| | <u>September 20...</u> <u>Actual</u> | <u>September 20...</u> <u>Budget</u> | <u>September 20...</u> <u>Prior Yr Actual</u> | <u>Jan 25 - Sep 25</u> <u>Actual</u> | <u>Jan 25 - Sep 25</u> <u>Budget</u> | <u>Jan 24 - Sep 24</u> <u>Prior Yr Actual</u> | <u>-over/under</u> <u>Budget</u> |
|---|---|---|--|---|---|--|-------------------------------------|
| MBGE - SICK LEAVE | 598 | 539 | 583 | 5,530 | 5,389 | 4,594 | -141 |
| MBGE - HOLIDAY,FUNERAL,OTHER | 595 | 422 | 1,177 | 3,577 | 4,219 | 3,991 | 642 |
| MBGE - PTO | 1,150 | 1,399 | 1,529 | 16,863 | 13,990 | 10,599 | -2,874 |
| MBGE - SHORT TERM DISABILITY AND OTHER WAGES | 0 | 713 | 0 | 10,170 | 7,134 | 9,954 | -3,036 |
| MBGE - UNIFORMS | 129 | 128 | 180 | 2,273 | 1,285 | 1,741 | -988 |
| MBGE - YMCA & MISC BENEFITS | 0 | 1 | 0 | 47 | 13 | 23 | -34 |
| TOTAL MAINTENANCE WAGES & BENEFITS | 316,889 | 258,633 | 293,439 | 2,691,934 | 2,541,521 | 2,688,959 | -150,413 |
| M - TEMPORARY HELP | 0 | 0 | 0 | 0 | 16,471 | 27,343 | 16,471 |
| M - CMS REV VEH-FIXED | 2,375 | 698 | 732 | 60,185 | 45,577 | 47,812 | -14,608 |
| M - CMS REV VEH-PARATRANSIT | 18,304 | 1,374 | 1,441 | 36,150 | 28,507 | 29,905 | -7,644 |
| M - CMS-NON REV VEHICLES | 0 | 0 | 0 | 4,390 | 8,456 | 8,871 | 4,066 |
| M - CMS-FAREBOX PARTS-FIXED | 0 | 0 | 0 | 1,527 | -2 | -957 | -1,529 |
| M - CMS-BLDG GRND. & EQUIPMENT | 9,798 | 6,635 | 6,960 | 94,578 | 172,024 | 180,459 | 77,446 |
| M - CMS-RADIO EQUIP-FIXED | 0 | 0 | 0 | 3,658 | 627 | 657 | -3,031 |
| M - CMS-RADIO EQUIP-PARATRANSIT | 0 | 0 | 0 | 5,921 | 1,480 | 1,553 | -4,441 |
| M - CMS-SECURITY SYSTEM | 189 | 0 | 0 | 1,302 | 337 | 354 | -964 |
| M - CMS - CNG FUELING STATION | 31,227 | 27,833 | 29,198 | 259,491 | 206,730 | 216,867 | -52,762 |
| M - CMS - HYDROGEN FUELING STATION | 13,259 | 12,049 | 12,640 | 151,106 | 112,594 | 118,115 | -38,513 |
| M - DIESEL FUEL-FIXED | 386 | 2,643 | 6,920 | 2,632 | 40,100 | 105,006 | 37,468 |
| M - DIESEL FUEL-PARATRANSIT | 0 | 2,874 | 7,495 | 2,536 | 41,342 | 107,813 | 38,806 |
| M - LUBRICANTS-FIXED | 4,618 | 1,426 | 1,468 | 28,218 | 11,515 | 11,858 | -16,703 |
| M - LUBRICANTS-PARATRANSIT | 1,642 | 702 | 723 | 11,735 | 6,695 | 6,894 | -5,040 |
| M - FUEL TAX EXP-FIXED | 53 | 169 | 361 | 212 | 2,157 | 4,601 | 1,945 |
| M - FUEL TAX EXP-PARATRANSIT | 0 | 422 | 900 | 121 | 6,323 | 13,487 | 6,203 |
| M - CNG FUEL-FIXED | 18,925 | 14,167 | 14,589 | 196,130 | 172,067 | 177,196 | -24,063 |
| M - CNG FUEL-PARATRANSIT | 9,466 | 6,488 | 6,681 | 89,702 | 8,879 | 9,143 | -80,824 |
| M - CNG FUEL SUPPORT VEHICLES | 0 | 0 | 0 | 0 | 30 | 31 | 30 |
| M - CNG FUEL PUBLIC | 1,494 | 212 | 218 | 7,932 | 3,636 | 3,744 | -4,296 |
| M - HYDROGEN-FIXED | 58,329 | 51,046 | 52,568 | 452,103 | 469,987 | 483,994 | 17,884 |
| M - HYDROGEN-PARA | 0 | 0 | 0 | 0 | 36,708 | 37,802 | 36,708 |
| M - WAYNE COUNTY FUEL | 0 | 0 | 1,174 | 0 | 0 | 56,943 | 0 |
| M - PARA GAS | 2,846 | 10,620 | 5,557 | 29,397 | 84,409 | 44,170 | 55,012 |
| M - FUEL & LUBE-COMPANY VEHICLES | 2,386 | 5,373 | 5,533 | 32,970 | 45,509 | 46,865 | 12,539 |
| M - TIRES & TUBES-FIXED | 13,086 | 15,304 | 16,054 | 124,902 | 145,770 | 152,918 | 20,868 |
| M - TIRES & TUBES-PARATRANSIT | 1,442 | 1,932 | 2,026 | 13,540 | 22,042 | 23,123 | 8,502 |
| M - TIRES SUPPORT VEHICLES | 726 | 0 | 0 | 4,100 | 5,223 | 5,480 | 1,123 |
| M - OMS-SUPPLIES | 5,660 | 8,358 | 8,767 | 67,216 | 73,195 | 76,784 | 5,979 |
| M - FREIGHT | 571 | 888 | 931 | 11,011 | 5,490 | 5,759 | -5,521 |
| M - INSP & REPAIR-FIXED | 60,485 | 112,581 | 118,102 | 633,317 | 570,222 | 598,183 | -63,095 |
| M - INSP & REPAIR-PARATRANSIT | 26,141 | 21,632 | 22,693 | 216,554 | 286,312 | 300,352 | 69,758 |
| M - INSP & REPAIR-CO. VEHICLES | 2,136 | 1,594 | 1,672 | 24,998 | 12,587 | 13,204 | -12,410 |
| M - OMS-MAINT EQUIPMENT | 8,528 | 6,117 | 6,417 | 56,353 | 54,565 | 57,241 | -1,788 |
| M - OMS FIXED ROUTE | 3,518 | 4,349 | 4,562 | 209,312 | 17,923 | 18,802 | -191,389 |
| M - OMS PARATRANSIT | 0 | 1,864 | 1,955 | 8,370 | 11,018 | 11,559 | 2,649 |
| M - CORE CHARGES/CREDITS | 2,051 | 1,899 | 1,992 | 38,332 | 12,795 | 13,422 | -25,537 |

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| | <u>September 20...</u> <u>Actual</u> | <u>September 20...</u> <u>Budget</u> | <u>September 20...</u> <u>Prior Yr Actual</u> | <u>Jan 25 - Sep 25</u> <u>Actual</u> | <u>Jan 25 - Sep 25</u> <u>Budget</u> | <u>Jan 24 - Sep 24</u> <u>Prior Yr Actual</u> | <u>-over/under</u> <u>Budget</u> |
|---|---|---|--|---|---|--|-------------------------------------|
| M - OMS-COMPANY VEHICLES | 0 | 553 | 580 | 5,959 | 7,173 | 7,525 | 1,213 |
| M - FAREBOX PARTS-FIXED | 174 | 12,440 | 13,893 | 3,404 | 13,475 | 15,049 | 10,071 |
| M - FAREBOX PARTS-PARATRANSIT | 235 | 610 | 640 | 1,405 | 15,964 | 16,747 | 14,559 |
| M - COMMUNICATIONS MODEMS AVAIL | 3,853 | 4,192 | 4,397 | 37,291 | 36,472 | 38,261 | -819 |
| M - BLDG & GROUNDS OMS | 4,800 | 12,501 | 13,114 | 63,128 | 54,745 | 57,429 | -8,383 |
| M - PROPERTY INSURANCE | 0 | 5,230 | 5,907 | 0 | 65,097 | 73,521 | 65,097 |
| M - OMS INSURANCE REC-OTRP | -8,690 | -7,626 | -8,000 | -14,053 | -13,722 | -14,395 | 331 |
| M - LABOR INSURANCE REC-OTRP | 0 | 0 | 0 | -405 | -369 | -388 | 36 |
| M - TRAINING & TRAVEL EXPENSE | 9,113 | 1,442 | 7,895 | 9,113 | 1,482 | 8,116 | -7,631 |
| M - DUES & SUBSCRIPTIONS | 0 | 0 | 0 | 4,010 | 3,034 | 6,831 | -976 |
| M - EXPENDABLE ASSETS | 0 | 0 | 0 | 372 | 340 | 470 | -31 |
| TOTAL MAINTENANCE | 626,010 | 609,224 | 672,199 | 5,682,164 | 5,464,516 | 5,915,477 | -217,648 |
| FINANCE | | | | | | | |
| FIN - SAL & WAGES-FIXED | 19,468 | 20,156 | 21,995 | 203,777 | 201,563 | 210,224 | -2,214 |
| FIN - SAL & WAGES-PARATRANSIT | 10,128 | 10,384 | 11,331 | 105,393 | 103,835 | 108,297 | -1,558 |
| FIN - MEDICARE TAX | 421 | 421 | 545 | 5,624 | 4,206 | 5,412 | -1,418 |
| FIN - INCENTIVE | 75 | 398 | 600 | 16,475 | 3,977 | 2,100 | -12,498 |
| FIN - PERS | 7,948 | 7,099 | 9,661 | 83,646 | 70,990 | 89,255 | -12,656 |
| FIN - HEALTH INSURANCE | 11,947 | 10,791 | 10,562 | 123,410 | 97,115 | 94,120 | -26,295 |
| FIN - LIFE INSURANCE | 43 | 36 | 49 | 280 | 358 | 486 | 78 |
| FIN - STD INSURANCE | 0 | 90 | 0 | 0 | 900 | 1,539 | 900 |
| FIN - VISION | 79 | 75 | 136 | 931 | 748 | 1,222 | -184 |
| FIN - DENTAL | 88 | 239 | 412 | 1,755 | 2,385 | 3,965 | 630 |
| FIN - WORKERS' COMP | 634 | 434 | 639 | 6,814 | 4,335 | 5,442 | -2,479 |
| FIN - SICK LEAVE | 1,062 | 942 | 983 | 16,081 | 9,416 | 8,139 | -6,665 |
| FIN - HOLIDAY,FUNERAL,OTHER | 1,765 | 1,048 | 2,172 | 9,301 | 10,482 | 10,361 | 1,181 |
| FIN - PTO | 695 | 3,438 | 3,725 | 36,201 | 34,377 | 37,296 | -1,824 |
| FIN - UNIFORMS | 0 | 32 | 0 | 0 | 317 | 542 | 317 |
| FIN - YMCA & MISC BENEFITS | 0 | 44 | 0 | 211 | 436 | 746 | 225 |
| TOTAL FINANCE WAGES & BENEFITS | 54,351 | 55,623 | 62,811 | 609,900 | 545,441 | 579,146 | -64,459 |
| FIN - SOFTWARE SERVICE | 0 | 649 | 1,078 | -1,078 | 1,299 | 2,156 | 2,377 |
| FIN - PTS OTHER | 13,503 | 14,043 | 16,459 | 164,925 | 50,111 | 58,728 | -114,814 |
| FIN - DUES & SUBSCRIPTIONS | 0 | 43 | 96 | 6,180 | 3,576 | 8,052 | -2,604 |
| FIN - LEGAL ADS | 0 | 0 | 0 | 0 | 2,967 | 2,158 | 2,967 |
| FIN - TRAINING & TRAVEL EXPENSE | 0 | 0 | 0 | 1,962 | 1,137 | 6,227 | -825 |
| FIN - EXPENDABLE ASSETS | 0 | 0 | 0 | 0 | 116 | 160 | 116 |
| TOTAL FINANCE | 67,854 | 70,359 | 80,443 | 781,888 | 604,647 | 656,628 | -177,242 |
| INFORMATION TECHNOLOGY | | | | | | | |
| IT - SAL & WAGES-FIXED | 12,275 | 9,966 | 9,605 | 109,997 | 99,659 | 111,758 | -10,338 |
| IT - SAL & WAGES-PARATRANSIT | 6,408 | 5,134 | 4,948 | 56,956 | 51,340 | 57,573 | -5,617 |
| IT - MEDICARE TAX | 278 | 219 | 317 | 2,810 | 2,193 | 2,825 | -617 |
| IT - INCENTIVE | 25 | 184 | 225 | 2,325 | 1,842 | 1,000 | -483 |

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 9/30/2025

| | <u>September 20...</u> <u>Actual</u> | <u>September 20...</u> <u>Budget</u> | <u>September 20...</u> <u>Prior Yr Actual</u> | <u>Jan 25 - Sep 25</u> <u>Actual</u> | <u>Jan 25 - Sep 25</u> <u>Budget</u> | <u>Jan 24 - Sep 24</u> <u>Prior Yr Actual</u> | <u>-over/under</u> <u>Budget</u> |
|---|---|---|--|---|---|--|-------------------------------------|
| IT - PERS | 5,180 | 3,712 | 4,944 | 45,910 | 37,119 | 46,217 | -8,791 |
| IT - HEALTH INSURANCE | 5,973 | 4,718 | 4,526 | 55,598 | 42,464 | 41,426 | -13,134 |
| IT - LIFE INSURANCE | 22 | 16 | 22 | 118 | 158 | 216 | 40 |
| IT - STD INSURANCE | 0 | 46 | 0 | 0 | 464 | 793 | 464 |
| IT - VISION | 39 | 35 | 63 | 479 | 352 | 577 | -128 |
| IT - DENTAL | 44 | 114 | 194 | 767 | 1,139 | 1,898 | 371 |
| IT - WORKERS' COMP | 317 | 188 | 274 | 3,010 | 1,881 | 2,371 | -1,129 |
| IT - SICK LEAVE | 647 | 706 | 781 | 6,058 | 7,059 | 5,257 | 1,001 |
| IT - HOLIDAY,FUNERAL,OTHER | 1,652 | 556 | 1,652 | 5,265 | 5,558 | 5,265 | 293 |
| IT - PTO | 600 | 2,334 | 6,161 | 13,014 | 23,343 | 14,965 | 10,328 |
| IT - UNIFORMS | 0 | 15 | 0 | 0 | 151 | 259 | 151 |
| IT - YMCA & MISC BENEFITS | 0 | 24 | 0 | 211 | 243 | 416 | 32 |
| TOTAL INFORMATION TECHNOLOGY WAGES & BENEFI... | 33,459 | 27,968 | 33,712 | 302,520 | 274,965 | 292,818 | -27,555 |
| IT - HARDWARE SERVICE CONTRACTS | 11,490 | 7,179 | 11,918 | 105,894 | 72,596 | 120,510 | -33,297 |
| IT - SOFTWARE SERVICE CONTRACTS | -14,479 | 16,704 | 27,729 | 171,551 | 112,043 | 185,992 | -59,508 |
| IT - PTS-OTHER | 0 | 0 | 0 | 150 | 278 | 326 | 128 |
| IT - EXPENDABLE ASSETS & SOFTWARE | 237 | 509 | 703 | 7,094 | 14,168 | 19,565 | 7,075 |
| IT - DUES & SUBSCRIPTIONS | 2,209 | 981 | 2,209 | 22,196 | 9,607 | 21,631 | -12,589 |
| IT - TRAINING EXPENSE | 0 | 33 | 183 | 0 | 2,008 | 10,999 | 2,008 |
| TOTAL INFORMATION TECHNOLOGY | 32,916 | 53,376 | 76,454 | 609,404 | 485,666 | 651,841 | -123,738 |
| BOARD | | | | | | | |
| CUSTOMER RELATIONS | | | | | | | |
| CR - SAL & WAGES-FIXED | 28,088 | 36,340 | 39,007 | 258,911 | 363,398 | 394,849 | 104,487 |
| CR - SAL & WAGES-PARATRANSIT | 14,669 | 18,728 | 20,095 | 133,990 | 187,281 | 203,515 | 53,291 |
| CR - MEDICARE TAX | 653 | 806 | 1,072 | 7,511 | 8,056 | 10,679 | 546 |
| CR - INCENTIVE | 100 | 933 | 1,600 | 8,475 | 9,329 | 5,350 | 854 |
| CR - PERS | 12,124 | 13,423 | 18,974 | 111,820 | 134,229 | 175,459 | 22,409 |
| CR - HEALTH INSURANCE | 19,873 | 27,755 | 24,064 | 189,917 | 249,795 | 246,497 | 59,877 |
| CR - LIFE INSURANCE | 72 | 92 | 124 | 424 | 917 | 1,261 | 493 |
| CR - STD INSURANCE | 0 | 175 | 0 | 0 | 1,747 | 2,987 | 1,747 |
| CR - VISION | 131 | 164 | 287 | 1,450 | 1,638 | 2,665 | 188 |
| CR - DENTAL | 147 | 504 | 837 | 2,799 | 5,038 | 8,340 | 2,239 |
| CR - UNEMPLOYMENT | 0 | 6,250 | 0 | 0 | 62,503 | 0 | 62,503 |
| CR - WORKERS' COMP | 1,056 | 1,111 | 1,461 | 10,931 | 11,106 | 14,205 | 176 |
| CR - SICK LEAVE | 1,116 | 3,722 | 7,800 | 28,308 | 37,222 | 40,825 | 8,914 |
| CR - HOLIDAY | 2,830 | 1,950 | 3,407 | 13,362 | 19,498 | 18,504 | 6,136 |
| CR - PTO | 3,814 | 6,709 | 5,559 | 60,649 | 67,094 | 70,831 | 6,445 |
| CR - SHORT TERM DISABILITY AND OTHER WAGES | 0 | 288 | 1,296 | 3,115 | 2,883 | 3,199 | -231 |
| CR - UNIFORMS | 289 | 214 | 0 | 289 | 2,138 | 3,096 | 1,849 |
| CR - YMCA & MISC BENEFITS | 0 | 30 | 0 | 246 | 303 | 518 | 56 |
| TOTAL CUSTOMER RELATIONS WAGES & BENEFITS | 84,960 | 119,193 | 125,582 | 832,197 | 1,164,177 | 1,202,780 | 331,979 |
| CR - PTS OTHER | 0 | 43,287 | 50,731 | 31,554 | 154,544 | 181,121 | 122,990 |
| CR - PRINTING | 0 | 0 | 0 | 14,894 | 4,421 | 7,338 | -10,473 |

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 9/30/2025

| | <u>September 20...</u> <u>Actual</u> | <u>September 20...</u> <u>Budget</u> | <u>September 20...</u> <u>Prior Yr Actual</u> | <u>Jan 25 - Sep 25</u> <u>Actual</u> | <u>Jan 25 - Sep 25</u> <u>Budget</u> | <u>Jan 24 - Sep 24</u> <u>Prior Yr Actual</u> | <u>-over/under</u> <u>Budget</u> |
|---|---|---|--|---|---|--|-------------------------------------|
| CR - DUES & SUBSCRIPTIONS | 1,374 | 623 | 1,403 | 22,970 | 6,989 | 15,736 | -15,981 |
| CR - TRAINING & TRAVEL EXPENSE | 0 | 0 | 0 | 0 | 2,471 | 13,531 | 2,471 |
| CR - ADVERTISING | 1,105 | 23 | 19,506 | 11,190 | 340 | 292,969 | -10,850 |
| CR - PROGRAM OUTREACH | 468 | 0 | 0 | 468 | 6 | 4,895 | -462 |
| CR - EVENTS | 962 | 2 | 1,607 | 2,418 | 4 | 4,730 | -2,414 |
| CR - PROMOTIONAL MATERIALS | 0 | 0 | 0 | 0 | 42 | 41,702 | 42 |
| CR - LEGAL ADS | 0 | 0 | 0 | 0 | 3,737 | 2,717 | 3,737 |
| CR - EXPENDABLE ASSETS | 0 | 1,185 | 1,636 | 1,407 | 9,675 | 13,360 | 8,268 |
| TOTAL CUSTOMER RELATIONS | 88,869 | 164,312 | 200,465 | 917,099 | 1,346,404 | 1,780,880 | 429,305 |
| HUMAN RESOURCE | | | | | | | |
| HR - SAL & WAGES-FIXED | 16,479 | 16,137 | 18,934 | 153,591 | 161,367 | 173,528 | 7,776 |
| HR - SAL & WAGES-PARATRANSIT | 8,634 | 8,313 | 9,754 | 79,518 | 83,129 | 89,393 | 3,611 |
| HR - MEDICARE TAX | 388 | 355 | 473 | 4,345 | 3,553 | 4,563 | -792 |
| HR - PERS | 7,254 | 6,058 | 8,338 | 66,877 | 60,576 | 76,015 | -6,301 |
| HR - INCENTIVE | 50 | 352 | 700 | 5,650 | 3,524 | 2,075 | -2,126 |
| HR - HEALTH INSURANCE | 9,955 | 9,437 | 9,053 | 93,092 | 84,929 | 82,852 | -8,164 |
| HR - LIFE INSURANCE | 36 | 32 | 43 | 204 | 315 | 431 | 111 |
| HR - STD INSURANCE | 0 | 78 | 0 | 0 | 778 | 1,329 | 778 |
| HR - VISION | 66 | 70 | 127 | 739 | 700 | 1,150 | -39 |
| HR - DENTAL | 73 | 227 | 388 | 1,291 | 2,266 | 3,777 | 975 |
| HR - UNEMPLOYMENT | 0 | 2,069 | 0 | 0 | 20,687 | 0 | 20,687 |
| HR - WORKERS' COMP | 528 | 376 | 548 | 5,188 | 3,761 | 4,742 | -1,427 |
| HR - SICK LEAVE | 2,111 | 1,528 | 1,432 | 16,957 | 15,278 | 14,283 | -1,679 |
| HR - HOLIDAY,FUNERAL,OTHER | 2,073 | 1,035 | 1,916 | 8,894 | 10,347 | 9,143 | 1,452 |
| HR - PTO | 931 | 3,155 | 2,506 | 31,796 | 31,553 | 24,801 | -243 |
| HR - SHORT TERM DISABILITY AND OTHER WAGES | 0 | 237 | 0 | 0 | 2,369 | 4,049 | 2,369 |
| HR - UNIFORMS | 0 | 35 | 0 | 0 | 349 | 597 | 349 |
| HR - TUITION REIMBURSEMENT | 0 | 0 | 0 | 7,500 | 0 | 0 | -7,500 |
| HR - YMCA & MISC BENEFITS | 0 | 6 | 0 | 0 | 62 | 106 | 62 |
| TOTAL HUMAN RESOURCES WAGES & BENEFITS | 48,577 | 49,498 | 54,211 | 475,643 | 485,541 | 492,833 | 9,899 |
| HR - PTS-OTHER | 6,549 | 7,499 | 8,788 | 56,329 | 59,480 | 69,709 | 3,151 |
| HR - PRINTING | 0 | 0 | 0 | 0 | 10 | 17 | 10 |
| HR - OFFICE SUPPLIES | 0 | 0 | 0 | 0 | 246 | 409 | 246 |
| HR - DUES & SUBSCRIPTIONS | 0 | 0 | 0 | 0 | 102 | 229 | 102 |
| HR - EMPLOYEE RELATIONS | 664 | -1,862 | -3,831 | 7,703 | 9,712 | 19,980 | 2,009 |
| HR - WELLNESS PROGRAM | 0 | 2,561 | 767 | -1,849 | 14,991 | 4,492 | 16,840 |
| HR - TRAINING & TRAVEL EXPENSE | 120 | 42 | 233 | 1,650 | 2,441 | 13,368 | 791 |
| HR - AGENCY TRAINING | 0 | 702 | 3,845 | 1,594 | 1,943 | 10,639 | 349 |
| HR - EXPENDABLE ASSETS | 0 | 0 | 0 | 525 | 1,573 | 2,172 | 1,048 |
| TOTAL HUMAN RESOURCE | 55,910 | 58,440 | 64,013 | 541,594 | 576,039 | 613,848 | 34,445 |
| GENERAL | | | | | | | |
| GEN - LEGAL ADS | 0 | 0 | 0 | 1,183 | 314 | 228 | -869 |
| GEN - PTS-OTHER | 5,400 | 6,076 | 7,121 | 164,325 | 195,502 | 229,123 | 31,177 |

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 9/30/2025

| | <u>September 20...</u> <u>Actual</u> | <u>September 20...</u> <u>Budget</u> | <u>September 20...</u> <u>Prior Yr Actual</u> | <u>Jan 25 - Sep 25</u> <u>Actual</u> | <u>Jan 25 - Sep 25</u> <u>Budget</u> | <u>Jan 24 - Sep 24</u> <u>Prior Yr Actual</u> | <u>-over/under</u> <u>Budget</u> |
|--|---|---|--|---|---|--|-------------------------------------|
| GEN - SECURITY SERVICES | 30,391 | 26,814 | 28,733 | 299,782 | 235,574 | 252,430 | -64,207 |
| GEN - OFFICE EXPENSES | 4,842 | 1,760 | 2,921 | 24,485 | 17,371 | 28,836 | -7,114 |
| GEN - OFFICE EXPENSE-IT | 10 | 0 | 0 | 1,056 | 1,325 | 2,199 | 269 |
| GEN - EXPENDABLE ASSETS | 0 | 0 | 0 | 0 | 1,335 | 1,854 | 1,335 |
| GEN - UTILITIES-ELECTRIC | 19,565 | 20,843 | 18,885 | 256,079 | 221,365 | 200,577 | -34,714 |
| GEN - UTILITIES-ELECTRIC - CNG | 13,193 | 14,819 | 13,427 | 80,039 | 138,244 | 125,262 | 58,205 |
| GEN - UTILITIES-OTHER | 2,443 | 3,476 | 3,150 | 27,106 | 30,297 | 27,452 | 3,192 |
| GEN - UTILITIES-TELEPHONE | 9,078 | 2,513 | 2,277 | 84,445 | 73,956 | 67,011 | -10,490 |
| GEN - UTILITIES-TELEPHONE - CNG | 0 | 444 | 402 | 2,050 | 3,662 | 3,318 | 1,612 |
| GEN - UTILITIES-NATURAL GAS | 4,136 | 3,685 | 3,339 | 117,589 | 79,510 | 72,044 | -38,079 |
| GEN - PREM FOR PUBLIC LIAB & PROPERTY INSURANCE | 63,612 | 24,662 | 27,853 | 573,308 | 306,955 | 346,673 | -266,354 |
| GEN - PREM FOR EXCESS INSURANCE | 0 | 8,155 | 9,210 | 0 | 101,499 | 114,632 | 101,499 |
| GEN - DEDUCTIBLES | 0 | 0 | 0 | 20,287 | 777 | 26,877 | -19,511 |
| GEN - PROPERTY TAXES | 0 | 0 | 0 | 1,903 | 48 | 1,476 | -1,854 |
| GEN - DUES & SUBSCRIPTIONS | 18,409 | 3,494 | 7,868 | 201,146 | 38,033 | 85,638 | -163,113 |
| GEN - BAD DEBT EXPENSE | 0 | 0 | 0 | 23 | 0 | 0 | -23 |
| GEN - MISC ACCOUNT CORRECTIONS | 0 | -6,648 | -230,083 | 15,345 | 11,418 | 395,189 | -3,927 |
| GEN - SAFETY | 121 | 1,896 | 2,032 | 32,576 | 7,679 | 8,229 | -24,897 |
| GEN - FEES | 5,118 | 1,837 | 3,050 | 40,290 | 16,777 | 27,850 | -23,513 |
| GEN - FEES CREDIT CARD | 3,163 | 1,629 | 2,704 | 27,176 | 15,489 | 25,712 | -11,687 |
| GEN - SALES TAX COLLECTION EXPENSE | 17,747 | 9,745 | 16,176 | 148,836 | 85,904 | 142,602 | -62,931 |
| GEN - POSTAGE | 405 | 341 | 567 | 3,820 | 2,446 | 4,061 | -1,374 |
| GEN - MISCELLANEOUS | 483 | 96 | 159 | 54,187 | 328 | 544 | -53,859 |
| GEN - CTE RFHCC | 0 | 0 | 0 | 3,464 | 0 | 0 | -3,464 |
| SUBGRANTEE - 5310 ENHANCED MOBILITY | 27,980 | 301,847 | 100,000 | 368,199 | 1,048,098 | 347,228 | 679,899 |
| SUBGRANTEE - WAYNE COUNTY | 0 | 0 | 0 | 0 | 0 | 30,958 | 0 |
| SUBGRANTEE - RESEARCH | 97,116 | 0 | 0 | 522,433 | 965,263 | 306,796 | 442,830 |
| GEN - LEASE & RENT | 0 | 0 | 0 | 0 | 0 | 14,005 | 0 |
| GEN - PURCHASED TRANSPORTATION SC | 0 | 0 | 182,638 | 0 | 0 | 205,854 | 0 |
| GEN - PURCHASED TRANSPORTATION WC | 0 | 0 | 41,860 | 0 | 0 | 238,323 | 0 |
| TOTAL GENERAL EXPENSES | 323,214 | 427,484 | 244,289 | 3,071,132 | 3,599,169 | 3,332,979 | 528,038 |
| TOTAL EXPENSES | 2,477,091 | 2,509,448 | 2,619,659 | 22,461,116 | 23,097,148 | 24,822,939 | 636,033 |
| OPERATING INCOME (LOSS) EXCLUDING PREVENTIVE MAINTENANCE GRANTS | -946,375 | -1,045,480 | -1,035,597 | -6,209,390 | -8,606,862 | -9,227,095 | -2,397,471 |
| RESTRICTED REVENUE FROM CAPITAL GRANTS | | | | | | | |
| TOTAL LOCAL CASH GRANTS | | | | | | | |
| SCG - OPERATING | 0 | 0 | 0 | 0 | 0 | 813,510 | 0 |
| SCG - PREVENTIVE MAINTENANCE | 95,160 | 0 | 0 | 202,596 | 0 | 0 | -202,596 |
| STATE CAPITAL GRANTS | 51,811 | 0 | 0 | 452,376 | 0 | 391,673 | -452,376 |
| TOTAL STATE GRANTS | 146,971 | 0 | 0 | 654,972 | 0 | 1,205,183 | -654,972 |
| FG - 5310 ENHANCED MOBILITY | 27,980 | 100,605 | 100,000 | 371,403 | 714,638 | 373,046 | 343,235 |
| FG - PLANNING | 9,179 | 0 | 0 | 14,398 | 160,000 | 3,685 | 145,602 |
| FCG - PREVENTIVE MAINTENANCE | 380,638 | 394,283 | 418,987 | 3,682,679 | 3,752,924 | 3,988,068 | 70,245 |
| FEDERAL GRANTS | 0 | 41,818 | 0 | 2,838,013 | 2,523,417 | 1,312,295 | -314,596 |

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STARK AREA REGIONAL TRANSIT AUTHORITY
DETAILED INCOME STATEMENT
 For the Period Ending 9/30/2025

| | <u>September 20...</u> Actual | <u>September 20...</u> Budget | <u>September 20...</u> Prior Yr Actual | <u>Jan 25 - Sep 25</u> Actual | <u>Jan 25 - Sep 25</u> Budget | <u>Jan 24 - Sep 24</u> Prior Yr Actual | <u>-over/under</u> Budget |
|--|----------------------------------|----------------------------------|---|----------------------------------|----------------------------------|---|------------------------------|
| FEDERAL GRANTS-OTHER | 101,370 | 33,806 | 0 | 526,077 | 1,195,806 | 240,062 | 669,729 |
| FEDERAL CAPITAL GRANTS | 583,723 | 0 | 289,277 | 5,160,812 | 0 | 10,354,351 | -5,160,812 |
| TOTAL FEDERAL GRANTS | 1,102,890 | 570,512 | 808,264 | 12,593,382 | 8,346,785 | 16,271,507 | -4,246,597 |
| TOTAL GRANTS | 1,249,860 | 570,512 | 808,264 | 13,248,354 | 8,346,785 | 17,476,690 | -4,901,568 |
| | | | | | | | |
| DEPRECIATION & AMORTIZATION | | | | | | | |
| DEPRECIATION EXP-GRANTS | 624,882 | 0 | 668,485 | 4,884,669 | 0 | 3,983,671 | -4,884,669 |
| DEPRECIATION EXP-LOCAL MATCH | 93,824 | 0 | 100,803 | 735,748 | 0 | 600,640 | -735,748 |
| GENERAL AMORTIZATION | 6,390 | 0 | 28,386 | 70,043 | 0 | 78,032 | -70,043 |
| TOTAL DEPRECIATION & AMORTIZATION | 725,095 | 0 | 797,674 | 5,690,460 | 0 | 4,662,342 | -5,690,460 |
| | | | | | | | |
| GAIN/LOSS ON DISPOSAL | -8,951 | 0 | -4,551 | 259,029 | 0 | -3,894 | -259,029 |
| GEN - SETTLEMENTS/LOSSES | 0 | 0 | -16,344 | 0 | 0 | -108,127 | 0 |
| TOTAL GAIN/LOSS ON DISPOSAL OF ASSETS | -8,951 | 0 | -20,895 | 259,029 | 0 | -112,021 | -259,029 |
| | | | | | | | |
| NET INCOME AFTER DEPRECIATION,AMORTIZATION... | -412,659 | -474,967 | -1,004,113 | 1,089,474 | -260,076 | 3,699,274 | -1,349,550 |



Stark Area Regional Transit Authority
Summary Income Statement
For the Nine Months Ending Tuesday, September 30, 2025

| | 2025 | 2024 |
|---|-------------------|-------------------|
| TOTAL FARES | 1,110,373 | 1,276,664 |
| TOTAL PROGRAM INCOME | 116,982 | 125,475 |
| TOTAL AUX TRANS REVENUE | 0 | 0 |
| TOTAL INTEREST & DISCOUNT REVENUE | 197,671 | 112,165 |
| TOTAL NON-TRANSPORTATION REVENUE | 855,689 | 124,141 |
| <u>TOTAL SALES TAX REVENUE</u> | <u>13,971,011</u> | <u>13,957,399</u> |
| TOTAL REVENUES | 16,251,725 | 15,595,844 |
| | | |
| TOTAL WAGES | 8,582,178 | 10,310,919 |
| TOTAL HEALTH | 3,558,479 | 3,114,861 |
| TOTAL PERS & BENEFITS | 3,066,490 | 3,223,534 |
| PROFESSIONAL SERVICES - LEGAL | 296,767 | 260,464 |
| PROFESSIONAL SERVICES - OTHER | 659,961 | 669,661 |
| MATERIALS | 2,123,045 | 2,000,690 |
| SUPPLIES | 600,599 | 622,336 |
| FUEL | 853,358 | 1,091,460 |
| UTILITIES | 567,308 | 495,664 |
| CASUALTY & LIABILITY INSURANCE | 573,308 | 534,825 |
| FUEL TAX | 333 | 18,088 |
| DUES & SUBSCRIPTIONS | 258,177 | 138,117 |
| ADVERTISING | 14,077 | 344,296 |
| TRAINING | 17,790 | 99,361 |
| LEGAL ADS | 1,183 | 5,103 |
| EXPENDABLE ASSETS | 10,696 | 41,725 |
| TUITION REIMBURSEMENT | 7,500 | 0 |
| WELLNESS | -1,849 | 4,492 |
| SECURITY/SAFETY | 332,358 | 260,658 |
| LEASES & RENTS | 0 | 14,005 |
| EMPLOYEE RELATIONS | 7,703 | 19,980 |
| BOARD | 0 | 0 |
| GENERAL EXPENSES | 37,558 | 867,718 |
| <u>SUBGRANTEE</u> | <u>894,096</u> | <u>684,982</u> |
| TOTAL EXPENSES | 22,461,116 | 24,822,939 |
| | | |
| OPERATING INCOME (LOSS) EXCLUDING | -6,209,390 | -9,227,095 |
| | | |
| TOTAL STATE GRANTS | 654,972 | 1,205,183 |
| <u>TOTAL FEDERAL GRANTS</u> | <u>12,593,382</u> | <u>16,271,507</u> |
| TOTAL GRANTS | 13,248,354 | 17,476,690 |
| | | |
| TOTAL DEPRECIATION & AMORTIZATION | 5,690,460 | 4,662,342 |
| | | |
| TOTAL GAIN/LOSS ON DISPOSAL OF ASSETS | 259,029 | -112,021 |
| | | |
| NET INCOME AFTER DEPRECIATION,AMORTIZATION & DISPOSALS | 1,089,474 | 3,699,274 |



SEPTEMBER CHECKS-BY VENDOR

| Document Date | Document Number | Vendor Name | Vendor ID | Document Amount | Voided |
|---------------|-----------------|------------------------------------|-----------|-----------------|--------|
| 9/16/2025 | 096510 | ALLIANCE WATER UTILITY | ALLI004 | \$ 243.87 | No |
| 9/4/2025 | 096487 | AMAZON | AMAZ001 | \$ 1,207.85 | No |
| 9/16/2025 | 096511 | AMAZON | AMAZ001 | \$ 645.91 | No |
| 9/16/2025 | 096512 | AQUA OHIO INC | AQUA001 | \$ 64.56 | No |
| 9/4/2025 | 096488 | AT&T 5011 | ATT5011 | \$ 2,102.64 | No |
| 9/4/2025 | 096489 | AULTWORKS OCCU HEALTH SVC | AULT002 | \$ 462.00 | No |
| 9/4/2025 | 096490 | BALLARD POWER SYSTEMS INC | BALL002 | \$ 2,766.00 | No |
| 9/16/2025 | 096513 | BUSINESS COMMUNICATION SPECIALISTS | BUSI004 | \$ 2,680.00 | No |
| 9/16/2025 | 096514 | CANTON CITY UTILITIES | CANT011 | \$ 1,197.21 | No |
| 9/16/2025 | 096515 | CARROLL COUNTY COURT | CARR001 | \$ 511.31 | No |
| 9/16/2025 | 096516 | CASH | CASH001 | \$ 458.93 | No |
| 9/24/2025 | 096525 | CBS CORP | CBSC002 | \$ 3,201.27 | No |
| 9/4/2025 | 096491 | CFIS GROUP | CFIS001 | \$ 2,062.29 | No |
| 9/16/2025 | 096517 | CFIS GROUP | CFIS001 | \$ 869.66 | No |
| 9/4/2025 | 096492 | CHAPTER 13 TRUSTEE | CHAP001 | \$ 623.08 | No |
| 9/16/2025 | 096518 | CHAPTER 13 TRUSTEE | CHAP001 | \$ 530.77 | No |
| 9/4/2025 | 096509 | CLIFTON LARSON ALLEN LLP | CLIF001 | \$ 5,405.40 | No |
| 9/4/2025 | 096493 | DOMINION EAST OHIO | DOMI001 | \$ 159.47 | No |
| 9/16/2025 | 096519 | DOMINION EAST OHIO | DOMI001 | \$ 12,602.82 | No |
| 9/4/2025 | 096494 | "DSI MEDICAL SERVICES | DSIM001 | \$ 3,803.50 | No |
| 9/16/2025 | 096520 | "DSI MEDICAL SERVICES | DSIM001 | \$ 4,101.00 | No |
| 9/4/2025 | 096495 | FED EX | FEDE001 | \$ 1,744.94 | No |
| 9/4/2025 | 096496 | GLOBAL INDUSTRIAL HEADQUARTERS: | GLOB005 | \$ 2,606.85 | No |
| 9/24/2025 | 096526 | INTERSTATE GAS SUPPLY INC | IGS001 | \$ 21,213.87 | No |
| 9/4/2025 | 096497 | KIMBLE | JJRE001 | \$ 5.00 | No |
| 9/4/2025 | 096498 | LEGAL SHIELD | LEGA003 | \$ 796.11 | No |
| 9/4/2025 | 096499 | LIBERTY FORD | LIBE003 | \$ 1,004.98 | No |
| 9/16/2025 | 096521 | LIBERTY FORD | LIBE003 | \$ 946.01 | No |
| 9/4/2025 | 096500 | PAUL H. MALESICK LAW LLC | MALE001 | \$ 47,044.59 | No |
| 9/24/2025 | 096527 | PAUL H. MALESICK LAW LLC | MALE001 | \$ 40,105.37 | No |
| 9/4/2025 | 096501 | MOTOR COACH INDUSTRIES INC | MCI001 | \$ 53,703.66 | No |
| 9/4/2025 | 096502 | NEW FLYER PARTS | NEWF001 | \$ 4,361.33 | No |
| 9/4/2025 | 096503 | OHIO EDISON | OHIO011 | \$ 532.93 | No |

| | | | | | |
|------------------|-------------------------------------|---------|----|------------|----|
| 9/24/2025 096528 | OHIO EDISON | OHIO011 | \$ | 1,731.52 | No |
| 9/4/2025 096504 | PROGRESSIVE CHRYSLER JEEP DODGE INC | PROG003 | \$ | 78.68 | No |
| 9/16/2025 096522 | "SCHULMAN | SCHU002 | \$ | 12,870.00 | No |
| 9/4/2025 096505 | STARK COUNTY SANITARY ENGINEERING | STAR034 | \$ | 357.48 | No |
| 9/16/2025 096524 | TESCO | TESC001 | \$ | 536,688.00 | No |
| 9/4/2025 096506 | UNIFIRST CORPORATION | UNIF001 | \$ | 18.52 | No |
| 9/16/2025 096523 | VERIZON WIRELESS | VERI001 | \$ | 85.28 | No |
| 9/24/2025 096529 | VERIZON WIRELESS | VERI001 | \$ | 2,821.12 | No |
| 9/4/2025 096507 | VONTAS | VONT001 | \$ | 199,228.00 | No |
| 9/4/2025 096508 | WHISLER PLUMBING & HEATING INC | WHIS001 | \$ | 775.00 | No |

END OF REPORT



SEPTEMBER CHECKS-DATE ORDER

| Document Date | Document Number | Vendor Name | Vendor ID | Document Amount | Voided |
|---------------|-----------------|-------------------------------------|-----------|-----------------|--------|
| 9/4/2025 | 096487 | AMAZON | AMAZ001 | \$ 1,207.85 | No |
| 9/4/2025 | 096488 | AT&T 5011 | ATT5011 | \$ 2,102.64 | No |
| 9/4/2025 | 096489 | AULTWORKS OCCU HEALTH SVC | AULT002 | \$ 462.00 | No |
| 9/4/2025 | 096490 | BALLARD POWER SYSTEMS INC | BALL002 | \$ 2,766.00 | No |
| 9/4/2025 | 096491 | CFIS GROUP | CFIS001 | \$ 2,062.29 | No |
| 9/4/2025 | 096492 | CHAPTER 13 TRUSTEE | CHAP001 | \$ 623.08 | No |
| 9/4/2025 | 096509 | CLIFTON LARSON ALLEN LLP | CLIF001 | \$ 5,405.40 | No |
| 9/4/2025 | 096493 | DOMINION EAST OHIO | DOMI001 | \$ 159.47 | No |
| 9/4/2025 | 096494 | "DSI MEDICAL SERVICES | DSIM001 | \$ 3,803.50 | No |
| 9/4/2025 | 096495 | FED EX | FEDE001 | \$ 1,744.94 | No |
| 9/4/2025 | 096496 | GLOBAL INDUSTRIAL HEADQUARTERS: | GLOB005 | \$ 2,606.85 | No |
| 9/4/2025 | 096497 | KIMBLE | JJRE001 | \$ 5.00 | No |
| 9/4/2025 | 096498 | LEGAL SHIELD | LEGA003 | \$ 796.11 | No |
| 9/4/2025 | 096499 | LIBERTY FORD | LIBE003 | \$ 1,004.98 | No |
| 9/4/2025 | 096500 | PAUL H. MALESICK LAW LLC | MALE001 | \$ 47,044.59 | No |
| 9/4/2025 | 096501 | MOTOR COACH INDUSTRIES INC | MCII001 | \$ 53,703.66 | No |
| 9/4/2025 | 096502 | NEW FLYER PARTS | NEWF001 | \$ 4,361.33 | No |
| 9/4/2025 | 096503 | OHIO EDISON | OHIO011 | \$ 532.93 | No |
| 9/4/2025 | 096504 | PROGRESSIVE CHRYSLER JEEP DODGE INC | PROG003 | \$ 78.68 | No |
| 9/4/2025 | 096505 | STARK COUNTY SANITARY ENGINEERING | STAR034 | \$ 357.48 | No |
| 9/4/2025 | 096506 | UNIFIRST CORPORATION | UNIF001 | \$ 18.52 | No |
| 9/4/2025 | 096507 | VONTAS | VONT001 | \$ 199,228.00 | No |
| 9/4/2025 | 096508 | WHISLER PLUMBING & HEATING INC | WHIS001 | \$ 775.00 | No |
| 9/16/2025 | 096510 | ALLIANCE WATER UTILITY | ALLI004 | \$ 243.87 | No |
| 9/16/2025 | 096511 | AMAZON | AMAZ001 | \$ 645.91 | No |
| 9/16/2025 | 096512 | AQUA OHIO INC | AQUA001 | \$ 64.56 | No |
| 9/16/2025 | 096513 | BUSINESS COMMUNICATION SPECIALISTS | BUSI004 | \$ 2,680.00 | No |
| 9/16/2025 | 096514 | CANTON CITY UTILITIES | CANT011 | \$ 1,197.21 | No |
| 9/16/2025 | 096515 | CARROLL COUNTY COURT | CARR001 | \$ 511.31 | No |
| 9/16/2025 | 096516 | CASH | CASH001 | \$ 458.93 | No |
| 9/16/2025 | 096517 | CFIS GROUP | CFIS001 | \$ 869.66 | No |
| 9/16/2025 | 096518 | CHAPTER 13 TRUSTEE | CHAP001 | \$ 530.77 | No |
| 9/16/2025 | 096519 | DOMINION EAST OHIO | DOMI001 | \$ 12,602.82 | No |

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|------------------|---------------------------|---------|----|------------|----|
| 9/16/2025 096520 | "DSI MEDICAL SERVICES | DSIM001 | \$ | 4,101.00 | No |
| 9/16/2025 096521 | LIBERTY FORD | LIBE003 | \$ | 946.01 | No |
| 9/16/2025 096522 | "SCHULMAN | SCHU002 | \$ | 12,870.00 | No |
| 9/16/2025 096524 | TESCO | TESC001 | \$ | 536,688.00 | No |
| 9/16/2025 096523 | VERIZON WIRELESS | VERI001 | \$ | 85.28 | No |
| 9/24/2025 096525 | CBS CORP | CBSC002 | \$ | 3,201.27 | No |
| 9/24/2025 096526 | INTERSTATE GAS SUPPLY INC | IGS001 | \$ | 21,213.87 | No |
| 9/24/2025 096527 | PAUL H. MALESICK LAW LLC | MALE001 | \$ | 40,105.37 | No |
| 9/24/2025 096528 | OHIO EDISON | OHIO011 | \$ | 1,731.52 | No |
| 9/24/2025 096529 | VERIZON WIRELESS | VERI001 | \$ | 2,821.12 | No |

END OF REPORT



SEPTEMBER ELECTRONIC PAYMENTS

| Document Date | Document Number | Vendor Name | Vendor ID | Document Amount | Voided |
|---------------|-----------------|----------------------------------|-----------|-----------------|--------|
| 9/4/2025 | 000126867 | TREASURER OF STATE OF OHIO | TREA003 | \$ 13,503.00 | No |
| 9/12/2025 | 000127103 | CANTON CITY INCOME TAX | CANT008 | \$ 10,536.41 | No |
| 9/12/2025 | 000127101 | OHIO DEPT OF TAXATION | OHIO010 | \$ 9,819.25 | No |
| 9/12/2025 | 000126900 | OHIO PUBLIC EMPLOYEES | OHIO017 | \$ 9,958.84 | No |
| 9/15/2025 | 000126904 | AFLAC | AFLA001 | \$ 7,218.72 | No |
| 9/15/2025 | 000126901 | AMERICAN HERITAGE LIFE INS CO | AMER022 | \$ 530.64 | No |
| 9/15/2025 | 000126903 | COLONIAL SUPPLEMENTAL INSURANCE | COLO001 | \$ 1,205.11 | Yes |
| 9/15/2025 | 000126902 | OHIO CSPC | OHIO007 | \$ 2,991.10 | No |
| 9/16/2025 | 000127112 | COLONIAL SUPPLEMENTAL INSURANCE | COLO001 | \$ 1,246.19 | No |
| 9/25/2025 | 000127075 | HUNTINGTON BANK - EA1W18 | HUNT004 | \$ 40,871.01 | No |
| 9/26/2025 | 000127109 | COLONIAL SUPPLEMENTAL INSURANCE | COLO001 | \$ 1,205.11 | No |
| 9/26/2025 | 000127110 | INTERNAL REVENUE SERVICE | IRSA002 | \$ 51,765.56 | No |
| 9/26/2025 | 000127105 | OHIO CSPC | OHIO007 | \$ 2,991.10 | No |
| 9/26/2025 | 000127104 | OHIO PUBLIC EMPLOYEES | OHIO017 | \$ 9,808.84 | No |
| 9/26/2025 | 000127111 | SCHOOL DISTRICT TAX WITHHOLDINGS | SDTX001 | \$ 207.91 | No |
| 9/30/2025 | 000127108 | CANTON CITY INCOME TAX | CANT008 | \$ 13,052.22 | No |
| 9/30/2025 | 000127102 | INTERNAL REVENUE SERVICE | IRSA002 | \$ 46,195.77 | No |
| 9/30/2025 | 000127106 | OPERS | PERS001 | \$ 3,615.71 | No |
| 9/30/2025 | 000127107 | OPERS | PERS001 | \$ 201,506.16 | No |

END OF REPORT



SEPTEMBER EFT PAYMENTS

| Document Date | Document Number | Vendor Name | Vendor ID | Document Type | Document Amount | Voided |
|---------------|-----------------|---------------------------------------|-----------|---------------|-----------------|--------|
| 9/5/2025 | EFT000000010107 | ABBOTT ELECTRIC INC | ABBO002 | Payment | \$ 2,400.71 | No |
| 9/5/2025 | EFT000000010108 | AFSCME | AFSC001 | Payment | \$ 3,471.39 | No |
| 9/5/2025 | EFT000000010109 | AIR PRODUCTS AND CHEMICALS INC | AIRP002 | Payment | \$ 65,192.37 | No |
| 9/5/2025 | EFT000000010110 | APO PUMPS AND COMPRESSORS INC | APOP001 | Payment | \$ 1,235.21 | No |
| 9/5/2025 | EFT000000010111 | SUBURBAN PARTS SOURCE | AUTO009 | Payment | \$ 2,235.25 | No |
| 9/5/2025 | EFT000000010112 | RICHARD L. BOWEN & ASSOCIATES | BOWE002 | Payment | \$ 24,347.00 | No |
| 9/5/2025 | EFT000000010113 | CANTON PEST CONTROL | CANT023 | Payment | \$ 229.00 | No |
| 9/5/2025 | EFT000000010114 | CANTON TOWING | CANT059 | Payment | \$ 3,625.00 | No |
| 9/5/2025 | EFT000000010115 | CHW ADVISORS | CHWA001 | Payment | \$ 5,000.00 | No |
| 9/5/2025 | EFT000000010116 | CINTAS | CINT001 | Payment | \$ 6,146.74 | No |
| 9/5/2025 | EFT000000010117 | CITIZENS FOR SARTA | COMM001 | Payment | \$ 538.00 | No |
| 9/5/2025 | EFT000000010118 | CORNERSTONE INFORMATION ASSURANCE LTD | CORN004 | Payment | \$ 600.00 | No |
| 9/5/2025 | EFT000000010119 | CUMMINS SALES AND SERVICE | CUMM002 | Payment | \$ 94,762.51 | No |
| 9/5/2025 | EFT000000010120 | DAMON INDUSTRIES INC | DAMO001 | Payment | \$ 672.88 | No |
| 9/5/2025 | EFT000000010121 | DE LAGE LANDEN FINANCIAL SEVICES INC | DELA001 | Payment | \$ 1,346.44 | No |
| 9/5/2025 | EFT000000010173 | HEARTLAND EXPERT AUTOMOTIVE NAPA | DONS001 | Payment | \$ 4,347.96 | No |
| 9/5/2025 | EFT000000010176 | D & W DIESEL INC | DWDI001 | Payment | \$ 3,168.69 | No |
| 9/5/2025 | EFT000000010122 | EMPLOYER HCS | EHCS001 | Payment | \$ 8,368.21 | No |
| 9/5/2025 | EFT000000010174 | ELDORADO NATIONAL - CALIFORNIA | ELDO001 | Payment | \$ 181.12 | No |
| 9/5/2025 | EFT000000010123 | FINGER LAKES SYSTEM CHEMSITRY | FING001 | Payment | \$ 777.60 | No |
| 9/5/2025 | EFT000000010124 | FIRST CHRISTIAN CHURCH | FIRS007 | Payment | \$ 27,980.32 | No |
| 9/5/2025 | EFT000000010125 | FSA | FSA001 | Payment | \$ 10,733.70 | No |
| 9/5/2025 | EFT000000010126 | GENFARE LLC | GFI 001 | Payment | \$ 78,002.51 | No |
| 9/5/2025 | EFT000000010127 | GILLIG LLC | GILL001 | Payment | \$ 7,859.79 | No |
| 9/5/2025 | EFT000000010128 | GOODYEAR TIRE AND RUBBER | GOOD001 | Payment | \$ 15,369.02 | No |
| 9/5/2025 | EFT000000010129 | GRAPHIC ENTERPRISES INC | GRAP001 | Payment | \$ 581.76 | No |
| 9/5/2025 | EFT000000010130 | HEAVY LIFT SYSTEMS INC. | HEAV001 | Payment | \$ 967.00 | No |
| 9/5/2025 | EFT000000010131 | MARK D HENNING | HENN002 | Payment | \$ 6,300.00 | No |
| 9/5/2025 | EFT000000010132 | HILSCHER-CLARKE | HILS001 | Payment | \$ 1,122.30 | No |
| 9/5/2025 | EFT000000010133 | INDEPENDENT ELEVATOR CO. | INDE005 | Payment | \$ 221.00 | No |
| 9/5/2025 | EFT000000010134 | INTERCLEAN EQUIPMENT | INTE011 | Payment | \$ 1,500.00 | No |
| 9/5/2025 | EFT000000010135 | J. P. BOYLAN CO. & SONS | JPBO001 | Payment | \$ 1,160.00 | No |
| 9/5/2025 | EFT000000010136 | KRONOS SAASHR INC | KRON001 | Payment | \$ 9.86 | No |
| 9/5/2025 | EFT000000010137 | KWGD | KRUG001 | Payment | \$ 11,353.81 | No |
| 9/5/2025 | EFT000000010138 | MAGIC GARAGE DOOR INC | MAGI001 | Payment | \$ 600.00 | No |
| 9/5/2025 | EFT000000010139 | M CONLEY | MCON001 | Payment | \$ 565.50 | No |
| 9/5/2025 | EFT000000010140 | MEDICAID BILLING SOLUTIONS INC | MEDI004 | Payment | \$ 400.00 | No |
| 9/5/2025 | EFT000000010141 | MELTWATER NEWS US INC. | MELT002 | Payment | \$ 7,500.00 | No |
| 9/5/2025 | EFT000000010142 | MOBILE SCREEN OF OHIO | MOBI004 | Payment | \$ 1,050.00 | No |

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|-----------|-----------------|--------------------------------------|---------|---------|----|------------|----|
| 9/5/2025 | EFT000000010143 | MOHAWK MFG. & SUPPLY CO. | MOHA001 | Payment | \$ | 6,638.97 | No |
| 9/5/2025 | EFT000000010144 | MSC INDUSTRIAL SUPPLY CO | MSCI001 | Payment | \$ | 1,104.93 | No |
| 9/5/2025 | EFT000000010145 | MUNCIE RECLAMATION & SPL | MUNC001 | Payment | \$ | 14,821.11 | No |
| 9/5/2025 | EFT000000010146 | NEORIDE | NEOR001 | Payment | \$ | 62,893.69 | No |
| 9/5/2025 | EFT000000010147 | OHIO AFSCME CAREPLAN | OHIO002 | Payment | \$ | 11,589.25 | No |
| 9/5/2025 | EFT000000010148 | AIRGAS USA LLC | OHIO003 | Payment | \$ | 849.83 | No |
| 9/5/2025 | EFT000000010149 | OHIO TRANSIT RISK POOL | OHIO022 | Payment | \$ | 8,810.00 | No |
| 9/5/2025 | EFT000000010150 | PEOPLE | PEOP001 | Payment | \$ | 13.79 | No |
| 9/5/2025 | EFT000000010151 | PORTS PETROLEUM CO. INC. | PORT002 | Payment | \$ | 1,054.35 | No |
| 9/5/2025 | EFT000000010152 | PROTECH SECURITY INC | PROT003 | Payment | \$ | 66.00 | No |
| 9/5/2025 | EFT000000010153 | RALPH C. WILLIAMS INC | RALP001 | Payment | \$ | 194.00 | No |
| 9/5/2025 | EFT000000010154 | REDMONDS PARTS & SUPPY INC. | REDM001 | Payment | \$ | 2,779.82 | No |
| 9/5/2025 | EFT000000010155 | TESSA ROSENBERGER | ROSE004 | Payment | \$ | 7,885.40 | No |
| 9/5/2025 | EFT000000010156 | SABILITY HCM SERVICES | SABI001 | Payment | \$ | 712.50 | No |
| 9/5/2025 | EFT000000010157 | SAFETY-KLEEN | SAFE001 | Payment | \$ | 71.29 | No |
| 9/5/2025 | EFT000000010158 | SILCO | SILC001 | Payment | \$ | 2,073.00 | No |
| 9/5/2025 | EFT000000010159 | SPEEDIE | SPEE001 | Payment | \$ | 292.50 | No |
| 9/5/2025 | EFT000000010175 | STALEY TECH INC | STAL001 | Payment | \$ | 955.00 | No |
| 9/5/2025 | EFT000000010160 | STANDARD PLUMBING AND HEAT | STAN001 | Payment | \$ | 5,358.71 | No |
| 9/5/2025 | EFT000000010161 | STAPLES ADVANTAGE | STAP001 | Payment | \$ | 108.98 | No |
| 9/5/2025 | EFT000000010162 | STARK COUNTY REG PLANNING | STAR011 | Payment | \$ | 22,250.00 | No |
| 9/5/2025 | EFT000000010163 | SUPERIOR SPRING INC | SUPE002 | Payment | \$ | 656.58 | No |
| 9/5/2025 | EFT000000010164 | TESCO | TESC001 | Payment | \$ | 3,278.04 | No |
| 9/5/2025 | EFT000000010165 | THOMAS ENERGY CONSULTING | THOM014 | Payment | \$ | 4,160.00 | No |
| 9/5/2025 | EFT000000010177 | TRAPEZE SOFTWARE GROUP | TRAP001 | Payment | \$ | 37,841.62 | No |
| 9/5/2025 | EFT000000010166 | TRUOPTIONS ASSOCIATES LLC | TRUO001 | Payment | \$ | 21,145.00 | No |
| 9/5/2025 | EFT000000010167 | UPS FREIGHT | UPSF001 | Payment | \$ | 1,095.37 | No |
| 9/5/2025 | EFT000000010168 | VESCO OIL | VESC001 | Payment | \$ | 1,891.75 | No |
| 9/5/2025 | EFT000000010169 | VIDEO SYSTEMS & SECURITY INC | VIDE001 | Payment | \$ | 100.00 | No |
| 9/5/2025 | EFT000000010170 | W.W. GRAINGER INC. | WWGR001 | Payment | \$ | 2,712.23 | No |
| 9/5/2025 | EFT000000010171 | YMCA OF CENTRAL STARK COUNTY | YMCA003 | Payment | \$ | 2,572.75 | No |
| 9/5/2025 | EFT000000010178 | YUNKER INC | YUNK001 | Payment | \$ | 10,725.00 | No |
| 9/5/2025 | EFT000000010172 | ZIEGLER TIRE | ZIEG001 | Payment | \$ | 1,010.40 | No |
| 9/11/2025 | EFT000000010179 | AIR PRODUCTS AND CHEMICALS INC | AIRP002 | Payment | \$ | 14,089.66 | No |
| 9/11/2025 | EFT000000010180 | SUBURBAN PARTS SOURCE | AUTO009 | Payment | \$ | 2,957.94 | No |
| 9/11/2025 | EFT000000010206 | BAE SYSTEMS CONTROLS INC | BAES001 | Payment | \$ | 4,324.79 | No |
| 9/11/2025 | EFT000000010181 | CANTON POLICE PATROLMENS | CANT026 | Payment | \$ | 6,100.60 | No |
| 9/11/2025 | EFT000000010182 | CANTON TOWING | CANT059 | Payment | \$ | 600.00 | No |
| 9/11/2025 | EFT000000010183 | CONSUMER DRIVEN ADMINISTRATORS LLC | CDA001 | Payment | \$ | 375.00 | No |
| 9/11/2025 | EFT000000010184 | CINTAS | CINT001 | Payment | \$ | 243.52 | No |
| 9/11/2025 | EFT000000010185 | CUMMINS SALES AND SERVICE | CUMM002 | Payment | \$ | 6,185.83 | No |
| 9/11/2025 | EFT000000010186 | DE LAGE LANDEN FINANCIAL SEVICES INC | DELA001 | Payment | \$ | 604.44 | No |
| 9/11/2025 | EFT000000010187 | HEARTLAND EXPERT AUTOMOTIVE NAPA | DONS001 | Payment | \$ | 164.89 | No |
| 9/11/2025 | EFT000000010188 | ELDORADO NATIONAL - CALIFORNIA | ELDO001 | Payment | \$ | 2,455.23 | No |
| 9/11/2025 | EFT000000010189 | FINGER LAKES SYSTEM CHEMSITRY | FING001 | Payment | \$ | 518.40 | No |
| 9/11/2025 | EFT000000010190 | GILLIG LLC | GILL001 | Payment | \$ | 3,357.54 | No |
| 9/11/2025 | EFT000000010191 | HEALTH TP OF OHIO | HEAL004 | Payment | \$ | 400,000.00 | No |
| 9/11/2025 | EFT000000010192 | J. P. BOYLAN CO. & SONS | JPBO001 | Payment | \$ | 100.00 | No |
| 9/11/2025 | EFT000000010193 | METRO CLEVELAND SECURITY INC | METR006 | Payment | \$ | 7,599.90 | No |

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|-----------|-----------------|---|---------|---------|----|-----------|-----|
| 9/11/2025 | EFT000000010194 | MOBILE SCREEN OF OHIO | MOBI004 | Payment | \$ | 700.00 | No |
| 9/11/2025 | EFT000000010195 | MOHAWK MFG. & SUPPLY CO. | MOHA001 | Payment | \$ | 463.38 | No |
| 9/11/2025 | EFT000000010196 | MUNCIE RECLAMATION & SPL | MUNC001 | Payment | \$ | 3,936.74 | No |
| 9/11/2025 | EFT000000010207 | OHIO TRANSIT RISK POOL | OHIO022 | Payment | \$ | 3,934.94 | No |
| 9/11/2025 | EFT000000010197 | RALPH O. LEE | RALP003 | Payment | \$ | 7,500.00 | No |
| 9/11/2025 | EFT000000010198 | REDMONDS PARTS & SUPPY INC. | REDM001 | Payment | \$ | 299.96 | No |
| 9/11/2025 | EFT000000010199 | SAFETY-KLEEN | SAFE001 | Payment | \$ | 947.62 | No |
| 9/11/2025 | EFT000000010200 | SPEEDIE | SPEE001 | Payment | \$ | 612.50 | No |
| 9/11/2025 | EFT000000010201 | TANK INTEGRITY SERVICES INC | TANK002 | Payment | \$ | 467.25 | No |
| 9/11/2025 | EFT000000010202 | TESCO | TESC001 | Payment | \$ | 74.31 | No |
| 9/11/2025 | EFT000000010203 | THOMAS ENERGY CONSULTING | THOM014 | Payment | \$ | 4,160.00 | No |
| 9/11/2025 | EFT000000010204 | UPS FREIGHT | UPSF001 | Payment | \$ | 19.33 | No |
| 9/11/2025 | EFT000000010205 | W.W. GRAINGER INC. | WWGR001 | Payment | \$ | 542.60 | No |
| 9/16/2025 | EFT000000010208 | AEP OHIO | AEPO001 | Payment | \$ | 33,776.55 | No |
| 9/16/2025 | EFT000000010209 | AFSCME | AFSC001 | Payment | \$ | 3,471.39 | No |
| 9/16/2025 | EFT000000010210 | AIR PRODUCTS AND CHEMICALS INC | AIRP002 | Payment | \$ | 14,494.50 | No |
| 9/16/2025 | EFT000000010211 | CANTON CHAIR RENTAL | CANT005 | Payment | \$ | 932.10 | Yes |
| 9/16/2025 | EFT000000010212 | CANTON TOWING | CANT059 | Payment | \$ | 1,750.00 | No |
| 9/16/2025 | EFT000000010213 | CINTAS | CINT001 | Payment | \$ | 711.92 | No |
| 9/16/2025 | EFT000000010214 | CLEAN ENERGY | CLEA005 | Payment | \$ | 31,226.95 | No |
| 9/16/2025 | EFT000000010215 | CITIZENS FOR SARTA | COMM001 | Payment | \$ | 171.00 | No |
| 9/16/2025 | EFT000000010216 | CUMMINS SALES AND SERVICE | CUMM002 | Payment | \$ | 3,790.28 | No |
| 9/16/2025 | EFT000000010217 | HEARTLAND EXPERT AUTOMOTIVE NAPA | DONS001 | Payment | \$ | 1,745.97 | No |
| 9/16/2025 | EFT000000010218 | ELDORADO NATIONAL - CALIFORNIA | ELDO001 | Payment | \$ | 329.35 | No |
| 9/16/2025 | EFT000000010219 | FSA | FSA001 | Payment | \$ | 3,444.57 | No |
| 9/16/2025 | EFT000000010220 | GENFARE LLC | GFI 001 | Payment | \$ | 11,571.36 | No |
| 9/16/2025 | EFT000000010221 | GILLIG LLC | GILL001 | Payment | \$ | 1,807.60 | No |
| 9/16/2025 | EFT000000010222 | GOODYEAR TIRE AND RUBBER | GOOD001 | Payment | \$ | 14,447.99 | No |
| 9/16/2025 | EFT000000010223 | HEAVY LIFT SYSTEMS INC. | HEAV001 | Payment | \$ | 765.00 | No |
| 9/16/2025 | EFT000000010224 | GIOVANNI CUSTOMZ | JOHN008 | Payment | \$ | 4,418.95 | No |
| 9/16/2025 | EFT000000010225 | J. P. BOYLAN CO. & SONS | JPBO001 | Payment | \$ | 440.00 | No |
| 9/16/2025 | EFT000000010226 | ROBERT KOVACSIS - BOOT ALLOWANCE | KOVA001 | Payment | \$ | 225.00 | No |
| 9/16/2025 | EFT000000010227 | M CONLEY | MCON001 | Payment | \$ | 977.66 | No |
| 9/16/2025 | EFT000000010228 | MSC INDUSTRIAL SUPPLY CO | MSCI001 | Payment | \$ | 1,338.01 | No |
| 9/16/2025 | EFT000000010229 | MUNCIE RECLAMATION & SPL | MUNC001 | Payment | \$ | 57.99 | No |
| 9/16/2025 | EFT000000010240 | OHIO TRANSIT RISK POOL | OHIO022 | Payment | \$ | 29,051.91 | No |
| 9/16/2025 | EFT000000010230 | PEOPLE | PEOP001 | Payment | \$ | 13.79 | No |
| 9/16/2025 | EFT000000010231 | REDMONDS PARTS & SUPPY INC. | REDM001 | Payment | \$ | 127.88 | No |
| 9/16/2025 | EFT000000010232 | SEON | SEON001 | Payment | \$ | 6,440.00 | No |
| 9/16/2025 | EFT000000010233 | THOMAS SHAHEEN - TOOL ALLOWANCE | SHAH002 | Payment | \$ | 468.63 | No |
| 9/16/2025 | EFT000000010234 | STANLEY MILLER CONSTRUCT | STAN002 | Payment | \$ | 11,494.00 | No |
| 9/16/2025 | EFT000000010235 | TESCO | TESC001 | Payment | \$ | 479.14 | No |
| 9/16/2025 | EFT000000010236 | VESCO OIL | VESC001 | Payment | \$ | 2,610.60 | No |
| 9/16/2025 | EFT000000010237 | W.W. GRAINGER INC. | WWGR001 | Payment | \$ | 1,775.47 | No |
| 9/16/2025 | EFT000000010238 | YMCA OF CENTRAL STARK COUNTY | YMCA003 | Payment | \$ | 2,542.15 | No |
| 9/16/2025 | EFT000000010239 | ZIEGLER TIRE | ZIEG001 | Payment | \$ | 706.80 | No |
| 9/24/2025 | EFT000000010241 | AEP OHIO | AEPO001 | Payment | \$ | 232.41 | No |
| 9/24/2025 | EFT000000010242 | AIR PRODUCTS AND CHEMICALS INC | AIRP002 | Payment | \$ | 12,269.00 | No |
| 9/24/2025 | EFT000000010243 | AVAIL TECHNOLOGIES | AVAI001 | Payment | \$ | 642.62 | No |

| | | | | | | | |
|-----------|-----------------|--------------------------------------|---------|---------|----|----------|----|
| 9/24/2025 | EFT000000010244 | BUCKEYE POWER SALES | BUCK006 | Payment | \$ | 1,450.00 | No |
| 9/24/2025 | EFT000000010245 | CANTON PEST CONTROL | CANT023 | Payment | \$ | 90.00 | No |
| 9/24/2025 | EFT000000010246 | CANTON POLICE PATROLMENS | CANT026 | Payment | \$ | 6,591.75 | No |
| 9/24/2025 | EFT000000010247 | CANTON TOWING | CANT059 | Payment | \$ | 700.00 | No |
| 9/24/2025 | EFT000000010248 | CINTAS | CINT001 | Payment | \$ | 369.78 | No |
| 9/24/2025 | EFT000000010249 | COPLEY OHIO NEWSPAPERS | COPL001 | Payment | \$ | 150.00 | No |
| 9/24/2025 | EFT000000010250 | CUMMINS SALES AND SERVICE | CUMM002 | Payment | \$ | 2,783.43 | No |
| 9/24/2025 | EFT000000010251 | DE LAGE LANDEN FINANCIAL SEVICES INC | DELA001 | Payment | \$ | 742.00 | No |
| 9/24/2025 | EFT000000010252 | HEARTLAND EXPERT AUTOMOTIVE NAPA | DONS001 | Payment | \$ | 1,587.04 | No |
| 9/24/2025 | EFT000000010253 | GILLIG LLC | GILL001 | Payment | \$ | 777.14 | No |
| 9/24/2025 | EFT000000010254 | GRAPHIC ENTERPRISES INC | GRAP001 | Payment | \$ | 581.76 | No |
| 9/24/2025 | EFT000000010255 | MAGIC GARAGE DOOR INC | MAGI001 | Payment | \$ | 600.00 | No |
| 9/24/2025 | EFT000000010256 | MCMASTER - CARR | MCMA001 | Payment | \$ | 122.98 | No |
| 9/24/2025 | EFT000000010257 | METRO CLEVELAND SECURITY INC | METR006 | Payment | \$ | 9,797.15 | No |
| 9/24/2025 | EFT000000010258 | MOHAWK MFG. & SUPPLY CO. | MOHA001 | Payment | \$ | 192.80 | No |
| 9/24/2025 | EFT000000010259 | MSC INDUSTRIAL SUPPLY CO | MSCI001 | Payment | \$ | 156.60 | No |
| 9/24/2025 | EFT000000010260 | MUNCIE RECLAMATION & SPLY | MUNC001 | Payment | \$ | 1,142.32 | No |
| 9/24/2025 | EFT000000010261 | OHIO TRANSIT RISK POOL | OHIO022 | Payment | \$ | 3,408.27 | No |
| 9/24/2025 | EFT000000010262 | PUBLIC SALT COMPANY | PUBL003 | Payment | \$ | 377.37 | No |
| 9/24/2025 | EFT000000010263 | RALPH O. LEE | RALP003 | Payment | \$ | 7,500.00 | No |
| 9/24/2025 | EFT000000010264 | REDMONDS PARTS & SUPPY INC. | REDM001 | Payment | \$ | 1,827.20 | No |
| 9/24/2025 | EFT000000010265 | RELIARIDE | RELI005 | Payment | \$ | 2,654.93 | No |
| 9/24/2025 | EFT000000010266 | SAFETY-KLEEN | SAFE001 | Payment | \$ | 71.29 | No |
| 9/24/2025 | EFT000000010267 | SILCO | SILC001 | Payment | \$ | 83.00 | No |
| 9/24/2025 | EFT000000010268 | SPEEDIE | SPEE001 | Payment | \$ | 390.00 | No |
| 9/24/2025 | EFT000000010269 | VESCO OIL | VESCO01 | Payment | \$ | 6,784.80 | No |
| 9/24/2025 | EFT000000010270 | W.W. GRAINGER INC. | WWGR001 | Payment | \$ | 55.47 | No |

END OF REPORT

| Project Name | Grant Number | Deadline to Use | Federal Share | Year | Funded Amount | Total Draws | Remaining Balance | Remaining Local Share |
|--|----------------|-----------------|---------------|------|------------------------|--------------------------|------------------------|-----------------------|
| FY22 OTPP- bus | OH-2021-001-00 | 12/31/2027 | 80% | 2022 | \$ 108,000.00 | \$ (76,046.00) | \$ 31,954.00 | \$ 7,988.50 |
| FY22 OTPP- Expansion of Hydrogen Tank | OH-2021-001-00 | 12/31/2027 | 80% | 2022 | \$ 1,280,000.00 | \$ - | \$ 1,280,000.00 | \$ 320,000.00 |
| FY23 OTPP2 TVM Machines | OH-2021-001-00 | 12/31/2027 | 80% | 2023 | \$ 148,000.00 | \$ (127,972.00) | \$ 20,028.00 | \$ 5,007.00 |
| FY23 CR Hydorgen Paratransit Bus and Add-ons | OH-2021-001-00 | 12/31/2027 | 79% | 2023 | \$ 422,650.00 | \$ - | \$ 422,650.00 | \$ 112,350.00 |
| FY24 OTP2 Gateway Construction/Renovation | OH-2021-001-00 | 12/31/2027 | 80% | 2024 | \$ 2,000,000.00 | \$ (1,966,492.00) | \$ 33,508.00 | \$ 8,377.00 |
| FY24 OTP2 Garage Safety Harness/Portable Lifts | OH-2021-001-00 | 12/31/2027 | 80% | 2024 | \$ 160,000.00 | \$ (74,290.00) | \$ 85,710.00 | \$ 21,427.50 |
| | | | | | \$ 4,118,650.00 | \$ (2,244,800.00) | \$ 1,873,850.00 | \$ 475,150.00 |
| FY24 OWMP Regional Pass Feasibility Study | OH-2021-001-00 | 3/30/2029 | 80% | 2029 | \$ 158,240.00 | \$ (9,854.00) | \$ 148,386.00 | \$ 9,080.83 |
| | | | | | \$ 158,240.00 | \$ (9,854.00) | \$ 148,386.00 | \$ 9,080.83 |
| FY25 OTP2 Transit Development Plan | OH-2021-001-00 | 3/30/2029 | 80% | 2029 | \$ 160,000.00 | \$ (10,723.00) | \$ 149,277.00 | \$ 26,596.25 |
| | | | | | \$ 160,000.00 | \$ (10,723.00) | \$ 149,277.00 | \$ 26,596.25 |
| FY21 5307 CNG FACILITY | OH-2021-046-00 | 9/30/2026 | 80% | 2021 | \$ 2,000,000.00 | \$ (1,874,625.00) | \$ 3,115.00 | \$ 778.75 |
| FY21 5307 HYDRO STATION | OH-2021-046-00 | 9/30/2026 | 80% | 2021 | \$ 366,936.00 | \$ (89,212.00) | \$ 277,724.00 | \$ 69,431.00 |
| FY21 5307 TRANSIT ENHANSMENT | OH-2021-046-00 | 9/30/2026 | 80% | 2021 | \$ 45,000.00 | \$ (128,893.00) | \$ 38,367.00 | \$ 9,591.75 |
| FY21 5307 SOFTWARE | OH-2021-046-00 | 9/30/2026 | 80% | 2021 | \$ 244,000.00 | \$ (164,648.00) | \$ 79,352.00 | \$ 19,838.00 |
| FY21 5307 HARDWARE | OH-2021-046-00 | 9/30/2026 | 80% | 2021 | \$ 28,000.00 | \$ (19,392.00) | \$ 8,608.00 | \$ 2,152.00 |
| | | | | | \$ 2,683,936.00 | \$ (2,276,770.00) | \$ 407,166.00 | \$ 101,791.50 |
| FY 2021 FCC BUS REPLACEMENT | OH-2021-036-00 | 3/31/2026 | 100% | 2021 | \$ 71,239.00 | \$ - | \$ 71,239.00 | |
| FY 21 MERCY OPERATING | OH-2021-036-00 | 3/31/2026 | 100% | 2021 | \$ 37,894.00 | \$ (3,675.00) | \$ 34,219.00 | |
| | | | | | \$ 109,133.00 | \$ (3,675.00) | \$ 105,458.00 | \$ - |
| FY22 5307 Tools | OH-2022-030-00 | 3/30/2029 | 80% | 2022 | \$ 130,000.00 | \$ (129,040.00) | \$ 960.00 | \$ 240.00 |
| FY22 5307 Software | OH-2022-030-00 | 3/30/2029 | 80% | 2022 | \$ 869,600.00 | \$ (636,366.00) | \$ 233,234.00 | \$ 58,308.50 |
| FY22 5307 Phone Service upgrade | OH-2022-030-00 | 3/30/2029 | 80% | 2022 | \$ 96,000.00 | \$ (80,118.00) | \$ 15,882.00 | \$ 3,970.50 |
| | | | | | \$ 1,095,600.00 | \$ (845,524.00) | \$ 250,076.00 | \$ 62,519.00 |
| FY23 5307 Transit Enhancements | OH-2022-030-00 | 3/30/2029 | 80% | 2023 | \$ 52,304.00 | \$ (43,511.00) | \$ 8,793.00 | \$ 2,198.25 |
| FY 23 5307 Hardware | OH-2022-030-00 | 3/30/2029 | 80% | 2023 | \$ 96,000.00 | \$ (74,661.00) | \$ 21,339.00 | \$ 5,334.75 |
| FY 23 5307 Software | OH-2022-030-00 | 3/30/2029 | 80% | 2023 | \$ 724,741.00 | \$ (1,400.00) | \$ 723,341.00 | \$ 180,835.25 |
| | | | | | \$ 873,045.00 | \$ (119,572.00) | \$ 753,473.00 | \$ 188,368.25 |
| FY24 5307 Hardware | OH-2022-030-00 | 3/30/2029 | 80% | 2024 | \$ 80,000.00 | \$ (31,921.12) | \$ 48,078.88 | \$ 12,019.72 |
| FY24 5307 Software/ERP | OH-2022-030-00 | 3/30/2029 | 80% | 2024 | \$ 792,906.00 | \$ (736,115.00) | \$ 56,791.00 | \$ 14,197.75 |
| FY24 5307 35'Bus Replacement | OH-2022-030-00 | 3/30/2029 | 80% | 2024 | \$ 457,759.00 | \$ - | \$ 457,759.00 | \$ 114,439.75 |
| FY24 5307 Transit Enhancements | OH-2022-030-00 | 3/30/2029 | 80% | 2024 | \$ 64,000.00 | \$ (1,964.00) | \$ 62,036.00 | \$ 15,509.00 |
| FY24 5307 Security | OH-2022-030-00 | 3/30/2029 | 80% | 2024 | \$ 54,383.00 | \$ (49,636.00) | \$ 4,747.00 | \$ 1,186.75 |
| FY 24 5339 35' Bus Replacement | OH-2022-030-00 | 3/30/2029 | 80% | 2024 | \$ 476,646.00 | \$ - | \$ 476,646.00 | \$ 125,633.25 |
| FY25 5339 35 Ft Bus | OH-2022-030-00 | 3/30/2029 | 80% | 2025 | \$ 502,533.00 | \$ - | | |
| | | | | | \$ 2,428,227.00 | \$ (819,636.12) | \$ 1,106,057.88 | \$ 282,986.22 |
| FY23 5310 SARTA Van | OH-2022-036-00 | 8/28/2026 | 80% | 2023 | \$ 100,000.00 | \$ - | \$ 100,000.00 | \$ 25,000.00 |
| | | | | | \$ 100,000.00 | \$ - | \$ 100,000.00 | \$ 25,000.00 |
| FY24 5310 ABCD Capital | OH-2022-036-00 | 8/28/2026 | 100% | 2024 | \$ 58,502.00 | \$ - | \$ 58,502.00 | |
| FY24 5310 ABP Operating | OH-2022-036-00 | 8/28/2026 | 100% | 2024 | \$ 18,984.00 | \$ (16,329.00) | \$ 2,655.00 | |
| FY24 5310 FCC Operating | OH-2022-036-00 | 8/28/2026 | 100% | 2024 | \$ 72,750.00 | \$ (43,042.00) | \$ 29,708.00 | |
| FY24 5310 SARTA | OH-2022-036-00 | 8/28/2026 | 80% | 2024 | \$ 125,000.00 | \$ - | \$ 125,000.00 | \$ 31,250.00 |
| FY24 5310 Admin | OH-2022-036-00 | 8/28/2026 | 100% | 2024 | \$ 46,222.00 | \$ (5,946.00) | \$ 40,276.00 | |
| | | | | | \$ 394,208.00 | \$ (138,067.00) | \$ 256,141.00 | \$ 31,250.00 |
| FY23 LoNo 2 -40' Electric Buses | OH-2023-016-00 | 3/30/2027 | 85% | 2023 | \$ 2,077,527.71 | \$ - | \$ 2,077,527.71 | \$ 366,622.54 |

| | | | | | | | | | | | | |
|---|-------------------|------------|------|------|----|----------------------|----|-----------------------|----|----------------------|----|---------------------|
| FY23 LoNo Gaseous Monitors | OH-2023-016-02 | 3/30/2027 | 90% | 2023 | \$ | 287,118.00 | \$ | (271,954.00) | \$ | 15,164.00 | \$ | 3,791.00 |
| FY 23 LoNo Workforce Development | OH-2023-016-00 | 3/30/2027 | 80% | 2023 | \$ | 62,400.00 | \$ | | \$ | 62,400.00 | \$ | 15,600.00 |
| FY LoNo Electric Chargers | OH-2023-016-00 | 3/30/2027 | 90% | 2023 | \$ | 271,544.00 | \$ | - | \$ | 271,544.00 | \$ | 30,171.56 |
| | | | | | \$ | 2,698,589.71 | \$ | (271,954.00) | \$ | 2,426,635.71 | \$ | 416,185.09 |
| IBI Group EZConnect | OH-2023-030-00 | 10/30/2026 | 100% | 2023 | \$ | 95,000.00 | \$ | (77,151.00) | \$ | 17,849.00 | | |
| EZConnect Project | OH-2023-030-00 | 10/30/2026 | 100% | 2023 | \$ | 1,025,000.00 | \$ | (62,458.60) | \$ | 962,541.40 | | |
| | | | | | \$ | 1,250,000.00 | \$ | (269,609.60) | \$ | 980,390.40 | | |
| FY23 SMART Grant Accident Avoidance | 69A3552441029 | | 100% | 2029 | \$ | 1,975,000.00 | \$ | (875,302.29) | \$ | 1,099,697.71 | | |
| | | | | | \$ | 1,975,000.00 | \$ | (875,302.29) | \$ | 1,099,697.71 | | |
| FY25 OWMP Bus Replacement 40ft | OH-2025-013-00 | 6/30/2030 | 80% | | \$ | 549,570.00 | \$ | - | \$ | 549,570.00 | \$ | 137,392.50 |
| FY25 OWMP Bus Replacement 35ft | OH-2025-013-00 | 6/30/2030 | 80% | | \$ | 2,165,086.00 | \$ | - | \$ | 2,165,086.00 | \$ | 541,271.50 |
| FY25 OWMP Bus Replacement <30ft | OH-2025-013-00 | 6/30/2030 | 80% | | \$ | 660,000.00 | \$ | - | \$ | 660,000.00 | \$ | 165,000.00 |
| FY25 OWMP Transit Enhancement-transit stations | OH-2025-013-00 | 6/30/2030 | 80% | | \$ | 240,000.00 | \$ | - | \$ | 240,000.00 | \$ | 60,000.00 |
| FY25 OWMP ADP Hardware | OH-2025-013-00 | 6/30/2030 | 80% | | \$ | 328,500.00 | \$ | - | \$ | 328,500.00 | \$ | 82,125.00 |
| FY 25 DERG 35ft CNG | OH-2025-013-00 | 6/30/2030 | 80% | | \$ | 531,530.00 | \$ | - | \$ | 531,530.00 | \$ | 132,882.00 |
| FY25 OWMP Micro Transit(Pro-line plus) | OH-2025-013-00 | 6/30/2030 | 50% | | \$ | 500,000.00 | \$ | (49,899.00) | \$ | 450,101.00 | \$ | 450,101.00 |
| FY 25 5307 PM | OH-2025-013-00 | 6/30/2030 | 80% | | \$ | 2,767,401.00 | \$ | (2,480,266.00) | \$ | 287,135.00 | \$ | 71,783.75 |
| FY 25 5307 Transit Enhancements(17m grant) | OH-2025-013-00 | 6/30/2030 | 80% | | \$ | 56,478.00 | \$ | - | \$ | 56,478.00 | \$ | 14,119.50 |
| | | | | | \$ | 7,798,565.00 | \$ | (2,530,165.00) | \$ | 5,268,400.00 | \$ | 1,654,675.25 |
| Fy 24 Lono Gateway Main Office Upgrades | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 4,343,629.60 | \$ | - | \$ | 4,343,629.60 | \$ | 1,085,907.40 |
| Fy 24 LONO Hillside Driveway Facility Upgrade | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 887,228.00 | \$ | - | \$ | 887,228.00 | \$ | 221,807.00 |
| FY 24 LONO Electrolyzer System Installation | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 419,318.40 | \$ | - | \$ | 419,318.40 | \$ | 104,829.60 |
| FY 24 LoNo Gateway Asphalt/Circulation Upgrades | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 712,496.80 | \$ | - | \$ | 712,496.80 | \$ | 178,124.20 |
| FY 24 Lono Gateway Roof Repair and upgrade for Solar | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 1,644,414.40 | \$ | - | \$ | 1,644,414.40 | \$ | 411,103.60 |
| Fy24 LoNo Cornerstone Roof Repair and upgrade for Solar | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 960,000.00 | \$ | - | \$ | 960,000.00 | \$ | 240,000.00 |
| FY 24 Lono Solar System Procuremnt and Installation | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 2,939,766.40 | \$ | - | \$ | 2,939,766.40 | \$ | 734,941.60 |
| Fy 24 LoNo Workforce Development | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 699,193.60 | \$ | - | \$ | 699,193.60 | \$ | 174,798.40 |
| FY 24 LONO Bus and Bus Facilities Admin Cost | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 454,992.80 | \$ | - | \$ | 454,992.80 | \$ | 113,748.20 |
| Fy 24 LoNo Electrolyzer System Installation | OH-2025-016-00 | 6/1/2029 | 80% | 2024 | \$ | 4,193,189.60 | \$ | - | \$ | 4,193,189.60 | \$ | 1,048,297.40 |
| | | | | | \$ | 17,254,229.60 | \$ | - | \$ | 17,254,229.60 | \$ | 4,313,557.40 |
| FY22 UTP- Upgrade Hydrogen Tank- Local Match | TUTP-0084-GRF-221 | | 100% | 2022 | \$ | 500,000.00 | \$ | (151,020.44) | \$ | 348,979.56 | | |
| | | | | | \$ | 500,000.00 | \$ | (151,020.44) | \$ | 348,979.56 | | |

| | | | | | | | |
|---|-------------------|-------------|------|-----------------|-----------------|-----------------|---------------|
| FY-24 UPT Administration Facility Furniture (Mass&Gateway | TUTP-0084-GRF-242 | 100% | 2024 | \$ 260,000.00 | \$ (256,308.91) | \$ 3,691.09 | |
| | | | | \$ 260,000.00 | \$ (256,308.91) | \$ 3,691.09 | |
| FY 25 UTP Accounting System (ERP) | TUTP-0084-GRF-251 | 100% | 2024 | \$ 691,365.00 | \$ (460,302.60) | \$ 231,062.40 | |
| | | | | \$ 691,365.00 | \$ (460,302.60) | \$ 231,062.40 | \$ - |
| FY26 OTP2 LONO Match | OTPP-0084-GRF-261 | 100% | | \$ 294,468.00 | \$ - | \$ 294,468.00 | |
| FY26 OTP2 Operating Match | OTPP-0084-GRF-261 | 100% | | \$ 650,000.00 | \$ - | \$ 650,000.00 | |
| FY26 OTP2 PM Match | OTPP-0084-GRF-261 | 100% | | \$ 350,000.00 | \$ (202,596.00) | \$ 147,404.00 | |
| | | | | \$ 1,294,468.00 | \$ (202,596.00) | \$ 1,091,872.00 | |
| FY28 CR Hydrogen Paratransit Bus and Add-ons | Awarded | 79% | 2028 | \$ 422,650.00 | \$ - | \$ 422,650.00 | \$ 112,350.00 |
| | | | | \$ 422,650.00 | \$ - | \$ 422,650.00 | \$ 112,350.00 |
| FY25 5310 Operating Awards | Awarded | 100% | | \$ 30,000.00 | \$ - | \$ 30,000.00 | |
| FY25 5310 Capital Awards | Awarded | 100% | | \$ 298,048.00 | \$ - | \$ 298,048.00 | |
| FY25 5310 SARTA Van | Awarded | 80% | | \$ 125,000.00 | \$ - | \$ 125,000.00 | \$ 31,250.00 |
| FY25 5310 MM | Awarded | 50% | | \$ 7,739.00 | \$ - | \$ 7,739.00 | \$ 7,739.00 |
| | | | | \$ 460,787.00 | \$ - | \$ 460,787.00 | \$ 38,989.00 |
| FY26 OTP2 LoNo A&E | Awarded | 80% | | \$ 312,500.00 | \$ - | \$ 312,500.00 | \$ 78,125.00 |
| FY26 OTP2 PM | Awarded | 80% | | \$ 1,462,685.00 | \$ - | \$ 1,462,685.00 | \$ 365,671.25 |
| | | | | \$ 1,775,185.00 | \$ - | \$ 1,775,185.00 | \$ 443,796.25 |
| FY28 CMAQ 3 CNG Paratransits | Awarded | 79%+10% TRC | 2028 | \$ 667,500.00 | \$ - | \$ 667,500.00 | \$ 82,500.00 |
| FY29 CMAQ 3 CNG Paratransits | Awarded | 79%+10% TRC | 2029 | \$ 667,500.00 | \$ - | \$ 667,500.00 | \$ 82,500.00 |
| | | | | \$ 1,335,000.00 | \$ - | \$ 1,335,000.00 | \$ 165,000.00 |

| | Remaining Grant Funding | Local Share to be provided by SARTA | Local Share from Grants |
|--|-------------------------|-------------------------------------|-------------------------|
| Operating | | | \$ 650,000.00 |
| PM | \$ 1,749,820.00 | \$ 437,455.00 | \$ 147,404.00 |
| Mobility Management | \$ 7,739.00 | \$ 7,739.00 | |
| Buses | \$ 9,751,916.71 | \$ 2,098,601.59 | |
| Neoride-Pass through | \$ 2,290,874.11 | \$ 24,680.83 | |
| 5310-Pass through | \$ 524,371.00 | | |
| 5310-Sarta administration(Employee time) | \$ 40,276.00 | | |
| 17 Million Lono Project | \$ 17,660,406.69 | \$ 4,414,178.90 | \$ 294,468.00 |
| Transit Enhancements | \$ 349,196.00 | \$ 87,299.00 | |
| Tools | \$ 960.00 | \$ 240.00 | |
| IT(software+Hardware) | \$ 1,535,153.88 | \$ 383,788.47 | \$ 231,062.40 |
| Planning(TDP) | \$ 149,277.00 | \$ 26,596.25 | |
| Pro-Line plus Operating(New service- can not reapply for) | \$ 450,101.00 | \$ 450,101.00 | |
| Hydrogen Tank | \$ 1,557,724.00 | \$ 389,431.00 | \$ 348,979.56 |
| CNG | \$ 18,279.00 | \$ 4,569.75 | |
| Security | \$ 4,747.00 | \$ 1,186.75 | |
| Garage harness/Lifts | \$ 85,710.00 | \$ 21,427.50 | |
| Totals | \$ 36,176,551.39 | \$ 8,347,295.05 | \$ 1,671,913.96 |

Special Projects & Developments

Clayton Popik
Director





PROJECT REPORT

October 2025

| PROJECT NAME | PURPOSE | PHASE | EST. COST | % COMPLETE |
|----------------------------------|--|----------|----------------|------------|
| Hydrogen Station Upgrades | Air Products will be upgrading SARTA's Hydrogen station capacity to allow for additional vehicle types to be fueled at the islands and including new dispensers with point-of-sale capabilities. The Hydrogen storage tank will also be replaced to achieve additional capacity. | Active | \$3.3 million | 100% |
| Transit Development Plan | SARTA's TDP, last written in 2020, is due for an update. This plan will evaluate SARTA services and make recommendations on improvements over the next five years. | Active | \$200,000 | 100% |
| LoNo Award (5339c) | This award will be used for future projects further described below. These include asphalt replacement, garage roof replacement, the hillside driveway, and the Operations Building renovations. | Planning | \$17.3 million | 0% |
| | | | | |
| | | | | |
| | | | | |

Hydrogen Upgrades – Fueling Capacity, POS, & Upgraded Tank

Project Description and Scope:

SARTA has contracted with Air Products to upgrade the Hydrogen fueling and storage compound. Now that supply chain issues have been resolved and all components are finally in Air Products' possession, mobilization is expected to begin **on October 28th**.

The first phase will include additional storage, dispenser upgrades, and the provision of public point-of-sales. The enhancements will provide SARTA with greater access to its fleet and make hydrogen available to other operators who wish to utilize hydrogen fuel-cell technology for their fleets. The changes in dispensing capabilities will also allow for a broader range of vehicles to be fueled here at SARTA.

The tank exchange will be the next phase, scheduled to begin in late March 2025, increasing SARTA's storage capacity from 9,000 lbs. to 18,000 lbs. The new SARTA Hydrogen fueling station will be ready for future Hydrogen-based improvements, such as the Hydrogen Electrolyzer that is expected to be constructed around 2026-2027.

| | | | |
|--------------------------------|--|-------------------------|---------------|
| Project Approval: | 04/15/2021 | Project Manager: | Clayton Popik |
| Estimated Project Cost: | \$3.3 million. (Est. planning, execution, and close-out) | | |
| Notice to Proceed: | 04/15/2021? | | |
| Project Commencement: | 10/28/2024 | | |

Funding Source for Project Cost

CMAQ \$1.3 Million
OTP2 \$1.6 Million
5307 \$450,570
Local UTP \$498,380

Vendor(s)

Air Products

Project Status:

The Hydrogen upgrades are complete. We are able to fuel vehicles at 5,000 and 10,000 PSI and have doubled our storage capacity.

Transit Development Plan (TDP) Update

Project Description and Scope:

The FTA requires all recipients to produce a Transit Development Plan (TDP). SARTA worked with a consultant to produce a 5-year plan in 2020. This plan provided a picture of the services SARTA provided at the time, as well as laid out a series of nine (9) recommendations and strategies on how to improve upon and expand those services. This update, scheduled for completion at the end of 2025, will evaluate what changes were made in the last five (5) years and how those changes align with the 2020 recommendations. The 2025 plan will also provide SARTA with any recommendations that should be carried forward from 2020, as well as any new recommendations that may better serve the community, acknowledging any changes in transit usage since 2020.

| | | | |
|--|----------------------------------|-------------------------|---------------|
| Project Approval: | 03/01/2025 | Project Manager: | Clayton Popik |
| Estimated Project Cost: | \$200,000 (Est. time & supplies) | | |
| Notice to Proceed: | 03/01/2025 | | |
| Project Commencement: | 03/03/2025 | | |
| <u>Funding Source for Project Cost</u> | | <u>Vendor(s)</u> | |
| STBG (Federal) \$160,000 | | Internal | |
| Local \$40,000 | | | |

Project Status:

Surveys were collected and comments reviewed by the Executive Leadership Team. We received 90 rider responses, 57 community responses, and 25 employee responses. There was a mix of positive and constructive feedback. Many are asking for the return of late-night service and a continued expansion to Proline Plus for the more rural parts of the county. A sixth goal was added to address concerns about late-night work trips, as these routes were discontinued in February due to lower ridership.

A draft was submitted for the Board to review and discuss at the October 8th meeting, where comments could also be collected via phone or email. A final draft will be submitted for approval at the October 22nd meeting by resolution. This project has remained on schedule throughout the year and is expected to be completed on time at this meeting. It has even sparked some interest in completing more long-term planning for SARTA.

Timeline:

- **March – June: Looking back at the last five (5) years.**
 - Service KPIs – ridership, mileage, hours.
 - Service Changes – COVID effects, time adjustments, route alignments.

- Document other SARTA accomplishments.
- Review goals set in the previous TDP.
- **July–August: We will begin setting goals and engaging with the community.**
 - Internal goal setting.
 - Survey development – community leader & ridership.
 - Stakeholder Breakfast – The TDP grant would help cover not only the time invested in TDP but also activities and supplies.
 - This would mark the start of the survey period.
- **September: Compilation of survey comments begins.**
 - Present comments and goals/objectives at the September board meeting.
- **October: TDP will be finalized based on board comments, with the final version presented to the board for approval at the October board meeting.**
 - November/December to be contingent dates.

Facilities & Minor Projects

Alliance Transit Center:

No further updates at this time.

Belden Village Transit Center:

The eight pillars supporting the overhangs at the Belden Village Transit Center will be cleaned of rust and repainted in the coming weeks. A PO was issued to Frank Novak & Sons to complete this task. This task is tentatively scheduled to begin on October 14th.

Cornerstone Transit Center:

We toured the Cornerstone Transit Center with our architecture and engineering firm, Bowen & Associates, last week. This was to give them an idea of the building's condition. Cornerstone was constructed around 2003 and is currently in its 22nd year of useful life, with most Federal assets expected to last 25 years. Bowen will conduct a study that will provide us with recommendations on how to best complete a rehabilitation or remodel of the entire building, including the bus platform canopies. Cornerstone had a small remodel for the customer service office a few years ago when Greyhound stopped working from the building and has had some minor concrete repairs made in the bus area.

Gateway:

The clinic located at the Gateway campus is in need of additional private space beyond what is currently available. Two offices in the Transportation hallway will be painted and vinyl floors will be installed to create a little more privacy for the medical staff and their patients. This task is tentatively scheduled to begin on October 15th.

LoNo & Major Projects

LoNo Projects Update:

We have also engaged with Bowen again to help determine a timeline and path for moving some of these on-hold projects forward. We have laid out the following tentative timeline:

1. 2025 – Begin a long-term strategic planning process.
2. 2026 – Garage roof replacement & asphalt replacement in the older parking lot.
3. 2027 – Hillside Driveway and Operations Building Renovation
4. 2028 – Carryover year of any of the above-named projects.

All projects will be subject to a local match for the LoNo grant. We have decided to continue with this initiative while also strategizing what drives projects at SARTA.

Hillside Driveway:

Part of SARTA's recent 5339c LoNo award will go toward constructing a second Gateway Boulevard entrance for visitors and staff coming to the Administration Building. The new entrance will help separate conflict points between cars and buses, creating a second point of ingress and egress from the property. This project was originally intended to be part of the Gateway Early Sitework project, but due to funding constraints, it was delayed.

Garage Roof Replacement:

Another part of the 5339c LoNo award is for replacing the garage roof, which is nearing the end of its warranted life. Over the last year, minor repairs were necessary.

Parking Lot Paving:

With the continual construction traffic over the last three years and our use, the asphalt portions of the parking lot have experienced significant wear and tear. Pavement grinding and replacement is another project that has received funding through the 5339c LoNo award.

Operations Building Renovation:

As we complete the Administration Building and move staff into it, we will gain a deeper understanding of the current Operations Building's needs. It will continue to house two departments – Operations and Customer Relations. 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 essential to renovating this building to create space for the staff who would help operate it. This renovation also received its total Federal share from the 5339c LoNo award.

Strategic Plan

Once the TDP is finished, we will turn our planning initiatives toward writing a Strategic Plan for SARTA. This will enable us to better understand the needs of the organization and the community. With a strategic plan in place, we can create and develop maintenance plans for the buildings, implement service goals from the TDP, and have a clear vision of what SARTA should be ten or more years into the future.

Customer Relations

Latrice Virola
Director



September 2025

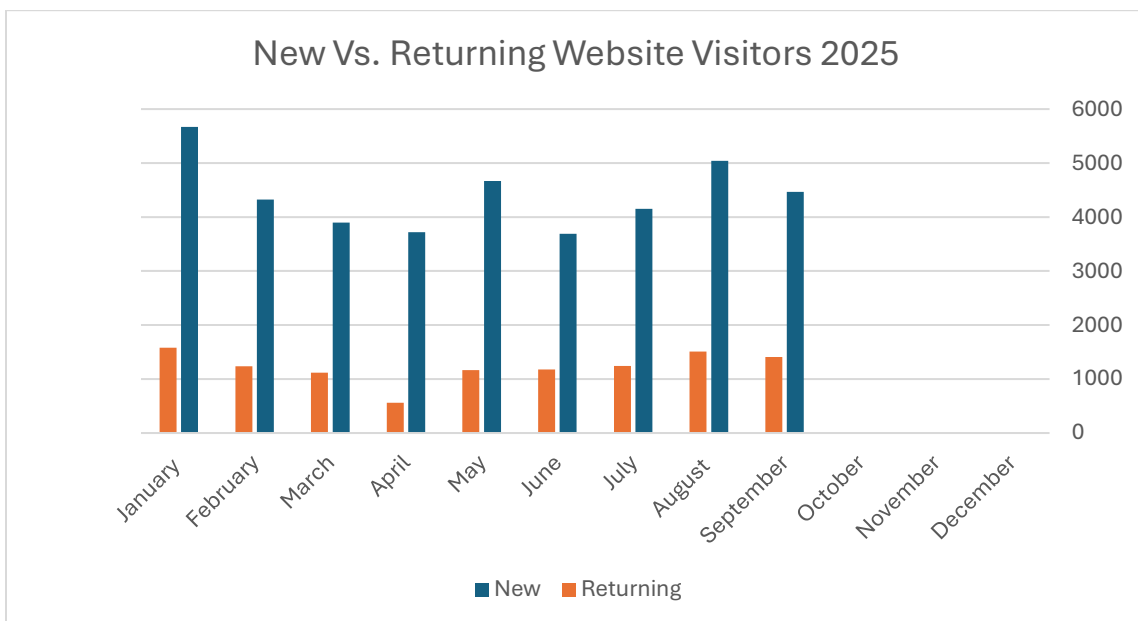
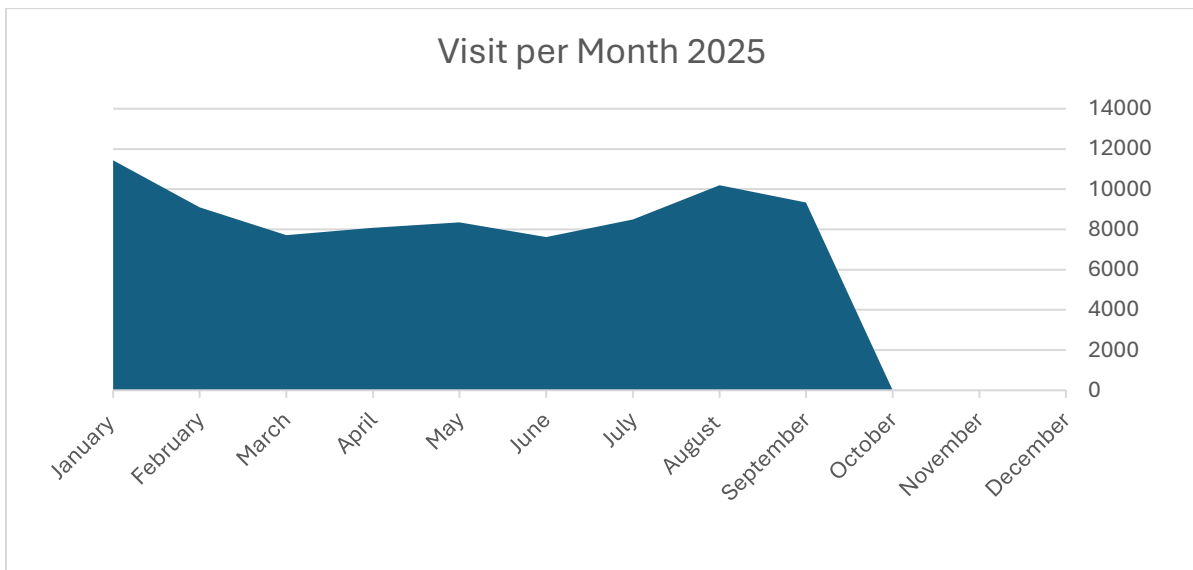
Marketing & Public Outreach

- SARTABuzz
 - 0 New Subscribers, 0 messages

- EZFare Sales:
 - One-Way: \$1,975.50
 - Passes: \$22,194
 - Mixed: \$11.00
 - Pass Count:
 - All Day – 5239
 - Cleveland – 73
 - Proline – 307
 - Proline 10-Ride - 489
 - Regular 31-Day – 142

- Social Media Activity:
 - Facebook
 - 4,943 likes to our page
 - 5,524 followers to our page
 - 16 new likes
 - 40 posts
 - 3 mentions
 - 765 Reactions
 - 60 Comments
 - 112 Shares
 - 192 Link Clicks
 - Twitter
 - 923 followers
 - 2 re-tweets
 - 1 like
 - 0 Link clicks
 - 558 impressions
 - 5 tweets
 - 3 mentions
 - 6 profile visits
 - 40 media engagement
 - Instagram
 - 910 total followers
 - 3 new followers

- 18 images
- 54 image/video likes
- LinkedIn
 - 911 total followers
 - 1,657 impressions
 - 9 new followers
- YouTube
 - 302 subscribers
 - 54 views this month
 - 2,935 total views to page
 - 33 minutes watched



Community Outreach & Training

In the month of September, our Outreach Specialist has 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
 - Swap Meeting- Canton City Public Health Dept.
 - NEO Ride- SMART Tech Event
 - Young Mom's Club-Baby Sprinkle-Stark Library
 - Cedar Cares-Cedar Elementary
 - Fall Into Wellness
- Wheelchair Assessments
- Social Media Post and Web Updates
 - Route Detours

Answering questions via the phone about using SARTA services

Information Technology

Craig Smith
Director





PROJECT REPORT
September 2025

| PROJECT NAME | PURPOSE | PHASE | COST | % COMPLETE |
|---|--|--------|-----------|------------|
| Enterprise Resource Planning Software Replacement | SARTA will be replacing its current ERP system (Microsoft Dynamics GP 2016 R2) with a modern, intuitive, and customizable system. Currently, the RFP for the ERP is out, and those proposals are due by Feb. 12 th , 2024. | Active | \$1.9 M | 68% |
| Onsite Yard Management | SARTA will be implementing Trapeze’s state-of-the-art Ultra-Wideband (UWB) yard location technology. The features provided by this real-time location system (“RTLS”) technology enable vehicle location throughout the fixed-bus parking and maintenance facility coverage areas, as well as augmentation of vehicle position at Gateway. | Active | \$704,000 | 90% |
| Trapeze Workforce Management (OPS) | Trapeze Workforce Management is a solution that is fully optimized to manage the transit workforce, empowering our team to meet ever-changing service and rider demands, and will maximize operational and cost controls. | Active | \$558,325 | 59% |

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: | \$1,900,000.00 | (Est. planning, execution, close-out) | |
| Est. 3 Future Yrs. Operational Cost: | | | |
| Execution Project Cost: | N/A | Execution Cost to Date: | \$645,500.00 |
| Execution Start: | 8/28/2024 | Execution End: | TBD |
| <u>Funding Source for Project Cost</u> | | <u>Vendor(s)</u> | |
| Federal award | 80% | Infor | Trapeze Group |
| Local match | 20% | GForce | |

Project Status:

With the proof-of-concept completed in April, the Conference Room Pilot (CRP) completed in July. Even though CRP is complete, there were a few questions and concerns that are being addressed. However, we are continuing to configure and test the integrations the Infor CloudSuite will have with various other software packages that SARTA utilizes. This is a very important and time-consuming process, as each integration is subject to vigorous testing to ensure logic and accuracy.

The team has been working on the Trapeze EAM and Genfare integrations. This testing will prove the validity of the integrations from these various systems. Trapeze EAM contains information regarding SARTA's fleet, such as the costs for repairs, work orders, or fluids, etc... for all of SARTA's vehicles. Genfare software encapsulates SARTA's fare sales from the APOS, fareboxes, TVMs, etc.... The integrations with these software systems will bring this data into the ERP and help give SARTA a complete and clear depiction of its finances.

The team is still working on the integrations. We are closer to goal of Go Live by January 2026. The testing phase should be completed during the month of October.

Onsite Yard Management Solution

Project Description and Scope:

The primary goal of this project is to implement the Yard Management solution at our Gateway facility, which will be accomplished by deploying new Yard Manager RTLS Software and Hardware. This solution will allow the vehicle locating technology inside the Gateway facility, providing real-time vehicle location data.

At the Gateway facility, the Yard Manager solution will strengthen the overall efficiency of SARTA's transit operation by:

- Providing accurate location information for vehicles inside the Gateway facility parking and maintenance areas, thus eliminating the need for manual yard walks and enabling staff to quickly find assigned vehicles for pull-out or maintenance
- Automatically populating the parking grid in Workforce Management/OPS with the locations of parked vehicles inside the Gateway facility, eliminating the need to manually enter vehicle locations
- Providing at-a-glance situational awareness by displaying vehicle positions in map and grid views and styling them based on status information
- Tracking key status elements that drive garage performance and service readiness such as fuel and wash status

| | | | |
|---|------------|---------------------------------------|--------------|
| Project Approval: | 4/24/2024 | Project Manager: | Craig Smith |
| Estimated Project Cost: | \$705,819 | (Est. planning, execution, close-out) | |
| Est. 3 Future Yrs. Operational Cost: | | | |
| Execution Project Cost: | \$705,819 | Execution Cost to Date: | \$272,988.00 |
| Execution Start: | 10/31/2024 | Execution End: | 10/08/2025 |
| <u>Funding Source for Project Cost</u> | | <u>Vendor(s)</u> | |
| Federal award | 80% | Trapeze Group / Vontas | |
| Local match | 20% | Hilscher-Clarke | |

Project Status:

The Onsite Yard Management project is mostly complete. This software is tied to the Workforce Management software and cannot be fully implemented until it is fully implemented.

Trapeze Workforce Management Software (OPS)

Project Description and Scope:

Trapeze Workforce Management is a solution that is fully optimized to manage the transit workforce, empowering SARTA's team to meet ever-changing service and rider demands, and will maximize operational and cost controls. Trapeze's Workforce Management solutions help agencies minimize unnecessary time at the garage and also helps an agency be more agile, by providing flexibility and real-time updates to support our changing business needs.

Below are a number of ways in which Trapeze Workforce Management will be helpful to SARTA's workforce:

- *Sign in with contactless badge scans eliminating walking up to the window to check in, waiting to verbally ask what work you have, and face to face communication with dispatch*
- *Display boards showing pullout time, vehicle assignments, vehicle location and extra board assignments*
- *Allow employees to access information 24/7 remotely – work assignment details, review paddles, request absences, check accruals, sign up to volunteer, and even complete bids.*
- *Can eliminate the need for SARTA's operators to call dispatch or travel to the garage to fill out paper, minimizing the time commitment for operators, and letting dispatchers focus on ensuring service is delivered on time.*
- *Push alerts and notifications using email, text/SMS, and online messages to ensure everyone is updated in real-time.*
- *Keep SARTA's employees informed at all times with messages, detours, and documents.*

| | | | |
|---|------------|---------------------------------------|-------------|
| Project Approval: | 12/23/2023 | Project Manager: | Craig Smith |
| Estimated Project Cost: | \$558,325 | (Est. planning, execution, close-out) | |
| Est. 3 Future Yrs. Operational Cost: | | | |
| Execution Project Cost: | \$558,325 | Execution Cost to Date: | \$0.00 |
| Execution Start: | 10/7/2024 | Execution End: | 12/08/2025 |
| <u>Funding Source for Project Cost</u> | | <u>Vendor(s)</u> | |
| Federal award | 80% | Trapeze Group | |
| Local match | 20% | | |

Project Status:

SARTA and Trapeze are still working on the test environment. This is a complex phase of the design, as this system will interact with SARTA HRIS system and operations, as well as the new Yard Management system that is being implemented. We are still testing and setting up the software how SARTA management has desired.

Given the changes to the original scope of the project, more time will be needed to accommodate for the additional programming and configuration for SARTA's workforce bid process.

Human Resources

Tammy Marie Brown
Director



Human Resources

New Hires

| Name | Position | Start Date |
|-------------|--------------------|------------|
| Jason Reese | Service Technician | 10-13-25 |

Current Job Openings

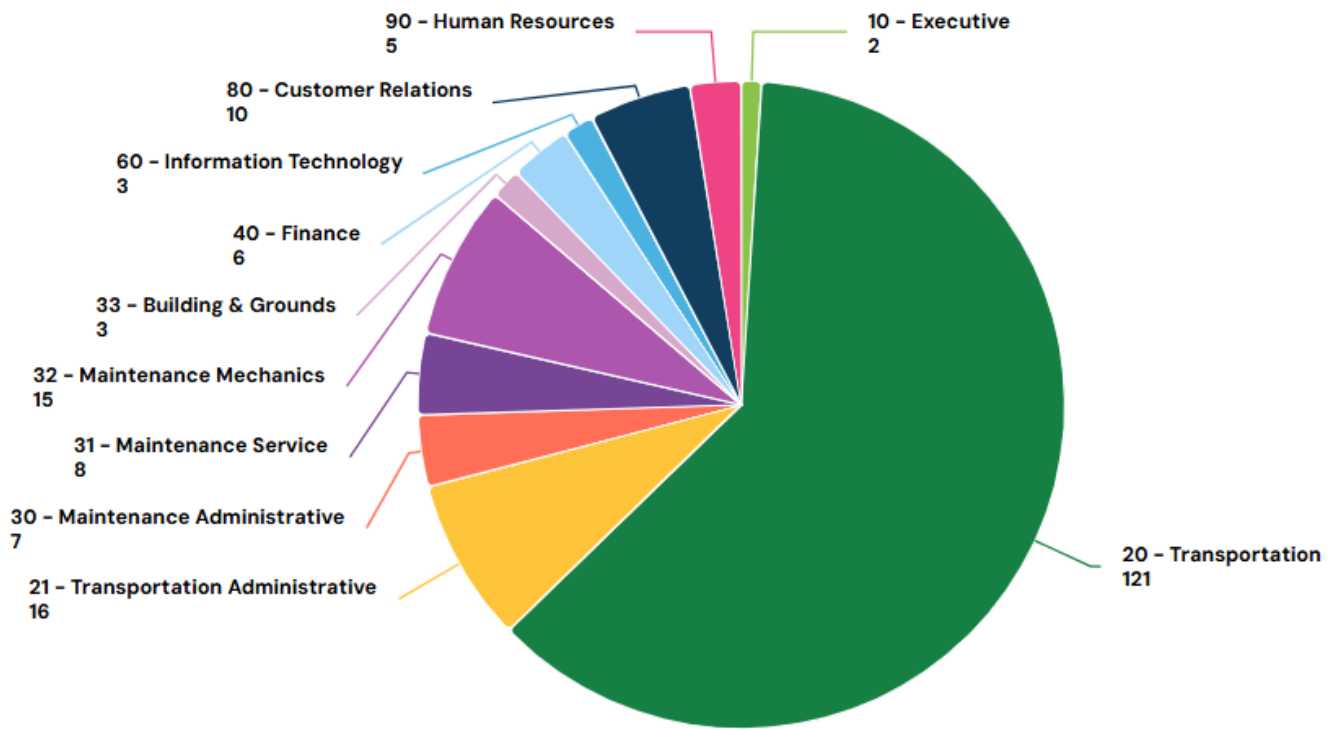
| Position | Status |
|---------------------------------|--------------|
| CFO | Interviewing |
| Service Tech | Offered |
| Building & Grounds Technician | Offered |
| Customer Service Representative | Offered |
| Maintenance Technician | Posted |

Resignations, Terminations, and Probation Releases

| Retirement | Termination | Layoff | Resigned | Death |
|------------|-------------|--------|----------|-------|
| 0 | 0 | 0 | 4 | 0 |

Total Number of Current Employees, 200

| | | |
|------------------------|-----------|-----|
| Executive | Non Union | 2 |
| Human Resources | Non Union | 5 |
| Customer Relations | Non Union | 10 |
| Information Technology | Non Union | 3 |
| Finance | Non Union | 6 |
| Building & Grounds | Non Union | 3 |
| Maintenance Mechanics | Union | 15 |
| Maintenance Service | Union | 8 |
| Maintenance Admin | Non Union | 7 |
| Transportation Admin | Non Union | 16 |
| CDL Coach Operator | Union | 97 |
| Non CDL Coach Operator | Union | 24 |
| | Total | 196 |



FMLA / Short-Term Disability

FMLA/Continuous Leave/Transitional work

- 0 on transitional work
- 5 employees on FMLA continuous leave
- 9 employees on FMLA intermittent leave
- 3 employees on Short-Term Disability

General Human Resources Functions

- There were three (3) exit interviews conducted for September: one CSR, one Non-CDL operator and one CDL operator. All team members left due to attrition.
- We will have a Health and Wellness Open Enrollment fair for our team members. The event will take place on October 23, 2025, from 11:00 AM to 6:00 PM, hosted in the boardroom of the administrative building. There will be a \$25 incentive to attend, which will be reimbursed by our wellness grant.

- Our SARTA custom ordering website will be upgraded for the 2026 uniform launch. It will be more user friendly.
- On October 8, 2025, we represented SARTA with a booth at the Southeast Community Career Fair, located at the Edward Peel Coleman Community Center, where we obtained a few resumes for job openings SARTA had available.



Training

- CPR training will continue for all drivers whose licenses expire within the coming months.
- Training for all CDL Coach Operators on the New Flyer Hydrogen bus is nearing completion.
- One New Coach operator tested for his CDL on Oct 6th and passed. He started cadetting with drivers on October 13th and will begin on the Extra Board Oct 20th.
- Currently training one (1) New Maintenance Tech who will test to obtain his CDL in the coming weeks.
- Currently training one new Service Tech on driving the coaches in the garage.
- We will begin annual refresher training for all Coach Operators who have been employed for at least a year on October 20th and continue throughout the remainder of the calendar year.

Stark County Safety Council

The Safety Council's October session was presented by Mark Martin, a retired Perry Township Fire Chief. Mr. Martin discussed fire safety and prevention measures that can be applied in both the workplace and your personal homes. The new fire hazard on the rise is any electronic device with lithium-ion batteries. Places like New York, where individuals bring their electric bikes or scooters into their homes to prevent theft and recharge their batteries, are experiencing a higher incidence of fires due to this practice. It is important that individuals appropriately handle, charge, and store their devices properly.

Mr. Martin recommends having a smoke detector in each room, including your basement and attic space, in your home.

Resolutions



Stark Area Regional Transit Authority

Resolution # _____, 2025

A Resolution to Apply For Section 5307 Federal Grant Funding for Fiscal Year 2025

WHEREAS, the Stark Area Regional Transit Authority (SARTA) has in the past participated in the Urbanized Area Formula Funding program made available under 49 U.S.C. 5307 (Section 5307 Federal Grant); and

WHEREAS, in order to participate in the Section 5307 Federal Grant program for FY2026, SARTA must submit an application to the Federal Transit Administration (FTA); and

WHEREAS, a requirement of the Section 5307 Federal Grant application and allocation process is the entry of funds appropriated by FTA to SARTA for FY2026 into the Transit Award Management System (TRAMS), FTA's platform to award and manage federal grants; and

WHEREAS, SARTA is presently providing transit service and observing all Federal and State rules regarding this program;

NOW, THEREFORE, BE IT RESOLVED by the Stark Area Regional Transit Authority Board of Trustees that the Executive Director/CEO is hereby authorized to execute, file, and submit an application to FTA on the behalf of SARTA, for Section 5307 Federal Grant funding for FY2025, as well as any subsequent assurances or other documentation required by FTA, in connection with said application and funding allocation.

Date

Board President

Secretary-Treasurer

Stark Area Regional Transit Authority

Resolution # _____, 2025

A Resolution To Apply For Section 5310 Federal Grant Funding For Fiscal Year 2026

WHEREAS, SARTA has in the past participated in the Enhanced Mobility of Seniors & Individuals with Disabilities program made available under 49 U.S.C. 5310 (section 5310 Federal Grant); and

WHEREAS, in order to participate in the 5310 Federal Grant program for FY2026, SARTA must submit an application to the Federal Transit Administration (FTA); and

WHEREAS, a requirement of the Section 5310 Federal Grant application and allocation process is the entry of funds appropriated by FTA to SARTA for FY2026 into the Transit Award Management System (TRAMS), FTA's platform to award and manage federal grants; and

WHEREAS, SARTA is presently providing transit service and observing all Federal and State rules regarding the Section 5310 Federal Grant program;

NOW, THEREFORE, BE IT RESOLVED by Stark Area Regional Transit Authority Board of Trustees that the Executive Director/CEO is hereby authorized to execute, file, and submit an application to FTA on behalf of SARTA, for Section 5310 Federal Grant funding for FY2025 as well as any subsequent assurances or other documentation required by FTA, in connection with said application and funding allocation.

Date

Board President

Secretary-Treasurer

Stark Area Regional Transit Authority

Resolution # _____, 2025

A Resolution To Apply For Section 5339 Federal Grant Funding For Fiscal Year 2026

WHEREAS, the Stark Area Regional Transit Authority (SARTA) has in the past participated in the Grants for Buses and Bus Facilities program made available under 49 U.S.C. 5339 (Section 5339 Federal Grant); and

WHEREAS, in order to participate in the Section 5339 Federal Grant program for FY2026, SARTA must submit an application to the Federal Transit Administration (FTA); and

WHEREAS, a requirement of the Section 5339 Federal Grant application and allocation process is the entry of funds appropriated by FTA to SARTA for FY2026 into the Transit Award Management System (TRAMS), FTA's platform to award and manage federal grants; and

WHEREAS, SARTA is presently providing transit service and observing all Federal and State rules regarding the Section 5339 Federal Grant program;

NOW, THEREFORE, BE IT RESOLVED by the Stark Area Regional Transit Authority Board of Trustees that the Executive Director/CEO is hereby authorized to execute, file, and submit an application to FTA on the behalf of SARTA, for Section 5339 Federal Grant funding for FY2025, as well as any subsequent assurances or other documentation required by FTA, in connection with said application and funding allocation.

Date

Board President

Secretary-Treasurer

Stark Area Regional Transit Authority

Resolution # _____, 2025

**A Resolution To Apply For Ohio Transit Partnership Program
State Grant For Fiscal Year 2027**

WHEREAS, the Stark Area Regional Transit Authority (SARTA) has in the past participated in the Ohio Public Transit Grant Program, known as the Ohio Transit Partnership Program (for federal and state funding administered by the ODOT Office of Transit); and

WHEREAS, in order to participate in the OTPP Grant Program for the state fiscal year 2027, SARTA must submit an application to the State of Ohio (State) via Formstack on the OTPP website; and

WHEREAS, SARTA intends to apply for funds for operating (local & federal), preventative maintenance (local & federal), local share for bus purchases in calendar year 2026, local match for 17M LONO grant projects, support vehicles; and

WHEREAS, SARTA is presently providing transit service and observing all Federal and State rules regarding this program; and

NOW, THEREFORE BE IT RESOLVED by the Board of the Stark Area Regional Transit Authority that the Executive Director/CEO is authorized to enter an application and execute contracts for the said FY 2027 Ohio Transit Partnership Program, on behalf of SARTA and execute and file such application, any assurances or other documentation required by the State of Ohio Department of Transportation, and any additional information as the State may require in connection with the contracts or reporting documentation.

Date

Board President

Secretary-Treasurer

Stark Area Regional Transit Authority

Resolution # _____, 2025

A Resolution Updating Monthly Board Meetings

WHEREAS, the Stark Area Regional Transit Authority (SARTA) Board of Trustees adheres to rules set forth in the Board bylaws; and

WHEREAS, the Board of Trustees holds regular work sessions on the second Wednesday of every month and official meetings on the fourth Wednesday of every month; and

WHEREAS, each meeting is to convene at 5:00 PM in the Gateway Administration Board Room; and

WHEREAS, the Board of Trustees has agreed to conduct meetings only once a month on the fourth Wednesday for official business, thereby discontinuing the work session on the second Wednesday; and

WHEREAS, having one meeting per month will reduce overlapping content, allowing staff time to prepare clear and precise reports for the Board of Trustees;

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Stark Area Regional Transit Authority, that Board of Trustees meetings will only be held on the fourth Wednesday of each month at 5:00 PM.

Date

Board President

Secretary-Treasurer

Stark Area Regional Transit Authority

Resolution # _____, 2025

A Resolution Certifying Meeting Dates And Times For Calendar Year 2026

WHEREAS, the Stark Area Regional Transit Authority (SARTA) Board of Trustees holds regular board meetings on the 4th Wednesday of every month, January through October, and the 2nd Wednesday of November and December to conduct official business; and

WHEREAS, each meeting is to be held at 5:00 PM in the Administration Building Board Room at Gateway; and

WHEREAS, the meeting dates are as follows:

Meetings

January 28, 2026

February 25, 2026

March 25, 2026

April 22, 2026

May 27, 2026

June 24, 2026

July 22, 2026

August 26, 2026

September 23, 2026

October 28, 2026

November 11, 2026

December 9, 2026

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Stark Area Regional Transit Authority, that the Executive Director/CEO is authorized to implement the schedule for meeting dates and times.

Date of Adoption

Board President

Secretary-Treasurer

Stark Area Regional Transit Authority

Resolution # _____, 2025

Approving Changes Within SARTA's Organizational Structure

WHEREAS, the Board approved organizational structure establishes positions within the agency; and

WHEREAS, re-structuring and additional positions are necessary from time to time to allow for the efficiency and growth of the agency; and

WHEREAS, the following changes are requested by the department:

- **Finance**
 - Retitle Director of Finance to Chief Financial Officer
 - Reposition the Grants Administrator to Finance Administrator
- **Executive**
 - Elimination of Director of Development and Special Projects
 - Add Executive Assistant
- **Planning**
 - Create Planning Department
 - Add Planning Director
 - Move the Grant Manager and Procurement Administrator from Finance
 - Move the Transportation Route Coordinator from Transportation to the new title of Route Coordinator
- **Transportation**
 - Reduce the number of Bus Operators from 140 to 130
- **Maintenance**
 - Eliminate Shipping & Receiving Specialist
- **Customer Relations**
 - Eliminate Digital Media Coordinator
 - Eliminate Customer Relations Administrator
 - Reduce the number of Customer Service Representatives from ten to seven
 - Eliminate Outreach Specialist
- **Human Resources**
 - Eliminate Employee Relations & EEO Administrator

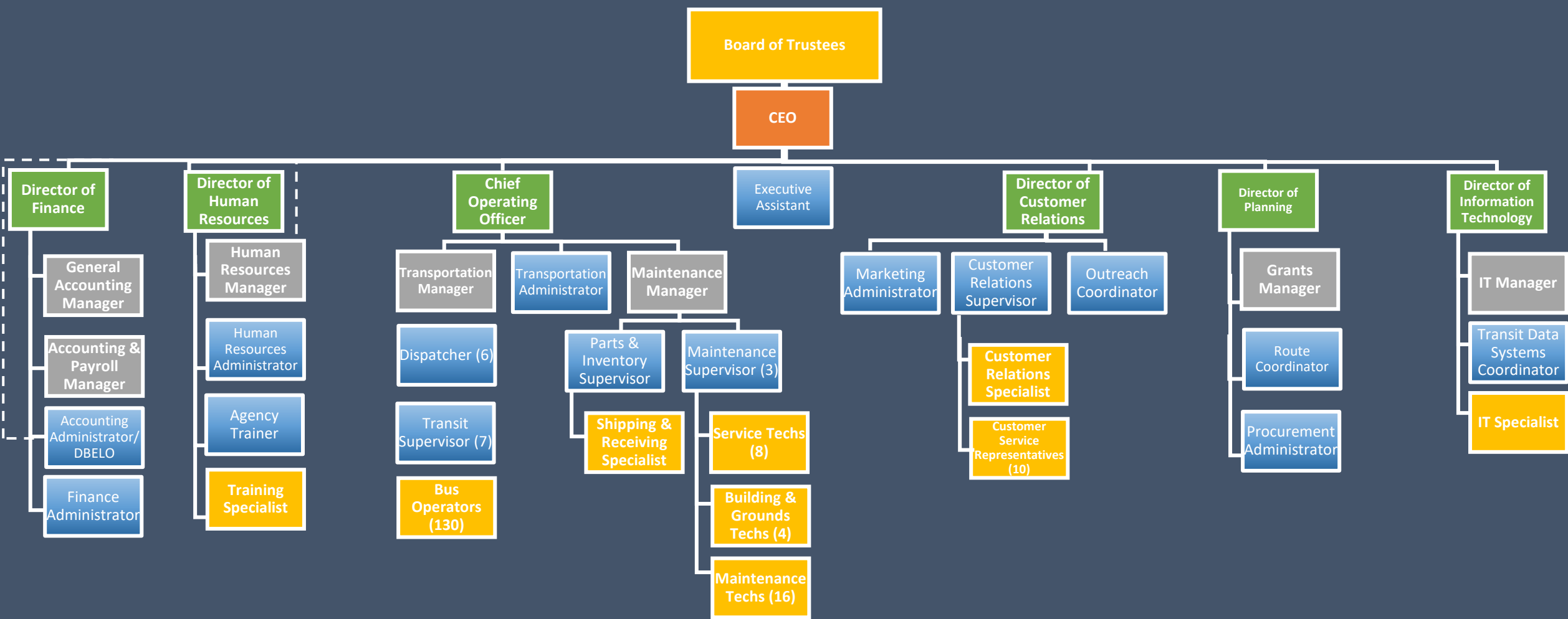
WHEREAS, the Executive Director/CEO is authorized to set the respective compensation pursuant to the Board's approved annual budget;

NOW, THEREFORE, BE IT RESOLVED that the Executive Director/CEO is authorized to make modifications to the organizational chart described above and in the attached organizational chart.

Date

Board President

Secretary-Treasurer



Stark Area Regional Transit Authority
Organizational Chart
October 2025

Stark Area Regional Transit

Authority Resolution #_____, 2025

A Resolution Of Approval For The Transit Development Plan 2030, A Five-year Short Range Service Plan For The Stark Area Regional Transit Authority.

WHEREAS, SARTA is required to update its Transit Development Plan (TDP) every five years; and

WHEREAS, this plan will be used as a short-range service guide for SARTA for the years 2026 through 2030;

NOW, THEREFORE, BE IT RESOLVED by the Stark Area Regional Transit Authority Board of Trustees, that the updated Transit Development Plan be approved as SARTA's five-year short-range service plan.

Date

Board President

Secretary-Treasurer



TRANSIT DEVELOPMENT PLAN 2030

Abstract

The TDP looks back at past recommendations and evaluates how those were implemented into the service and where work is still needed. Having reached out to the public six times in the last five years, SARTA has set six new goals to continue to work towards for improving the transit services offered to Stark County.

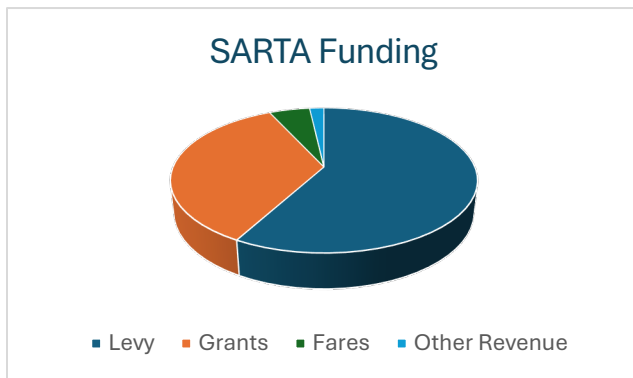
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Introduction

The Stark Area Regional Transit Authority (SARTA) was established in 1997 as the public transit authority for Stark County through referendum of a 0.25% sales tax levy. Since then, SARTA continues to provide approximately 1.45 million trips per year across its Local and Express Fixed Route network as well as the Proline ADA Complementary Paratransit Service and Proline Plus Demand Response service.



SARTA's \$32.4 million dollar budget is supplemented by four main revenue streams. The sales tax levy makes up about 58.1% or \$19.2 million, grant funds account for 35.1% or \$11.6 million, farebox revenue is 5.1% or \$1.6 million, and other revenues make up the final 1.8% or \$590,000.

SARTA employs approximately 198 employees working as Operators, Road Supervisors, Dispatchers, Administrators, Service and Maintenance Technicians, and Directors.

SARTA is governed by a nine-member Board of Trustees appointed by the Stark County Commissioners, the Stark Council of Governments, and the Mayors of Alliance, Canton, and Massillon. The Board of Trustees meets twice a month on the second and fourth Wednesday at 5:00pm at SARTA's Gateway Facility located at 1600 Gateway Boulevard SE, Canton, OH 44707. SARTA's Board of Trustee duties include, but are not limited to:

1. Approving the annual budget.
2. Hiring an Executive Director/CEO.
3. Approving policies governing SARTA's business activities.
4. Approving long-range goals and annual operating objectives.
5. Overseeing management activities and implementation of adopted plans, policies, and objectives.
6. Approving procurement actions and contracts.

SARTA's Mission Statement

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

SARTA's Vision Statement and Objectives

To enhance the economic and environmental viability of Stark County by providing mobility access for employment, education, medical care, and recreational opportunities.

SARTA will do this by:

1. Operating within budget and in a financially responsible manner.
2. Enhancing the quality of life through personal independence.
3. Offering mobility options to meet the diverse needs of the community.
4. Creating an environment supporting professional development to ensure dynamic workforce and operate according to the highest ethical standards.
5. Continuing our efforts to utilize alternative energy sources for our fleet and facilities.

SARTA Operates from their Gateway Facility in Canton with four additional properties that serve as transit centers – Cornerstone (Downtown Canton), Belden Village, Massillon, and Alliance. These transit centers help riders make connections within the community as well as providing amenities such as climate-controlled waiting areas, ticket and pass sales, restrooms, and break spaces for SARTA Operators and Customer Service Representatives.

These transit centers work as hubs for SARTA's extensive Fixed Route and Proline/Demand Responsive services. From these locations, riders can easily make transfers to get to other parts of the service area. These routes depart from the transit center at regular intervals where each route waits in a line-up reducing the times when a passenger may miss a bus.

Other Services

In addition to SARTA's Fixed Route and Proline services, which will be discussed in detail later, SARTA has also helped provide service in neighboring communities. In Wayne County, SARTA acted as a federal recipient and provider for Demand Response services for all of Wayne County. This service ran from March 2021 through August 2024 and was ended by ODOT when a local match in Wayne County could not be identified. It was decided that Wayne County and the city of Wooster would need to strategize and work together to determine how to bring public transportation to Wayne County on their own.

Carrol County Board of Developmental Disabilities contracted with SARTA to provide a limited amount of work trips into Stark County for their clients. SARTA provided this trip for about four clients picking them up just inside their county and bringing them into Canton for work.

Community Partnerships

SARTA serves as a resource for the whole community partnering with organizations over the years to provide services and fares for various organizations and their clients. SARTA is an Ohio Medicaid service provider who is able to provide non-medical transportation for those who qualify. They have provided service for the Stark County Board of Developmental Disabilities and passport clients that attend organizations like JRC. Other non-profit organizations have partnered with SARTA to purchase passes in a buy one get one program. These partnerships help demonstrate SARTA's ability to provide transportation to those in need without taking on the full cost themselves. SARTA's number 4 route, the Cleveland Express, is funded in part by the Veteran's Service Commission allowing veterans easy access to the Louis Stokes VA Clinic in Cleveland three times a day.

SARTA also partners with local schools such as Canton City Schools and Stark State. Their students ride SARTA Fixed Routes for free by showing their student IDs. The schools have agreed to cover the cost of the trips for the students. SARTA has already made plans to pursue additional partnerships with other local school districts to ensure all students have a safe and convenient trip to school.

SARTA will also offer supplemental services to community groups, when capable, to help provide transportation for groups who may otherwise overcrowd a bus while traveling downtown or around the county. These buses assist other organizations such as the local chambers of commerce, Leadership Stark County, or educational trips for the local schools.

SARTA staff will also take their time to volunteer on various boards and committees or provide non-transit humanitarian efforts through organizations such as Habitat for Humanity. These relationships help ensure that SARTA continues to be a valuable asset to the Stark County community.

Transportation Services

Fixed Routes

SARTA operates 26 Fixed Routes in the greater Stark County region. 24 routes operate locally while two provide Express service to the cities of Akron and Cleveland. SARTA's Fixed Routes service areas of Stark County surrounding the four transit centers. These routes run on predetermined schedules and lines for the public to access when it is convenient for them. These routes can be broken into three groups – Local, Local Interurban, and Express. Local provides service to and from each transit center. Interurban are routes that provide cross-town service connecting the transit centers. Express Routes depart from Canton to other service areas such as Akron and Cleveland.

It should be noted that the Cleveland Express operates as a way to help Stark County Veterans access the Louis Stokes VA Medical Center through a contract with the Veterans Service Commission of Stark County.

SARTA's Fixed routes help provide service surrounding the transit centers located in Massillon, downtown Canton, Belden Village, and Alliance with several routes providing connections between these hubs. The Belden Village area, Massillon, and Alliance each have three dedicated routes with five additional Interurban routes connecting the transit centers. Canton's Cornerstone Transit Center has fifteen routes that meet up including the two Express routes.

SARTA provides around 498 hours of Fixed Route service per day to Stark County covering approximately 8,040 miles. Using 32 buses and 94 CDL Operators, SARTA averages 55-minute frequency between buses with most routes operating on 30-minute or 60-minute frequencies.

Local Fixed Routes

Cornerstone Transit Center (Downtown Canton)

SARTA's Cornerstone Transit Center is the central hub of the entire system. With fifteen total routes departing every hour, Cornerstone is a busy hub with approximately 475,170 boardings in 2024. It is impressive to watch the lineups leave carrying riders to all four corners of the city as well as North Canton, Massillon, Alliance, Akron, and Cleveland. These routes continue to show a steady rise in ridership that had been lost due to the COVID-19 pandemic. As the table below shows, these routes run Monday through Saturday from 5:40am to 9:40pm.

| Route | DOW | Hours | Vehicles | Frequency | 2020 Ridership | 2024 Ridership | Change |
|-------|---------|---------------|----------|-----------|-------------------|-------------------|---------|
| 101 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 43,391 | 60,466 | 39.35% |
| 103 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 44,872 | 49,642 | 10.63% |
| 107 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 50,647 | 45,067 | -11.02% |
| 108 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 54,362 | 68,287 | 25.62% |
| 110 | Mon-Sat | 5:40a - 9:40p | 1 | 30 | 45,856 | 70,131 | 52.94% |
| 111 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 51,217 | 58,025 | 13.29% |
| 113 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 33,233 | 28,190 | -15.17% |
| 114 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 33,542 | 26,500 | -20.99% |
| 117 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 50,559 | 56,812 | 12.37% |
| 118 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 26,839 | 30,989 | 15.46% |
| 119 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 61,601 | 58,846 | -4.47% |
| | | | | Total | 496,119 | 552,955 | 11.46% |

101 – Canton/Harmont Walmart: Connecting the Cornerstone Transit Center with the Walmart on Harmont, this route services northeast Canton with stops at Adventure Landing, Crenshaw Middle School, Coleman Senior Center, & Cook Park

103 – Canton/Plain Township: Servicing the northern Canton area, the 103 connects the Cornerstone Transit Center with destinations such as Gibbs School, Glenoak High School, Mercy Health Center of Plain, Oakwood Middle School, Oakwood Square, and the Stark County Library Plain Township Branch.

107 – Canton/East Canton: The city of East Canton and the Cornerstone Transit Center are connected by the 107 making stops along the way at Belden Elementary School, Canton Community Clinic, and the East Canton Library.

108 – Canton/Washington Square: Travelling straight north on Market Street gives riders the opportunity to stop at the Canton Civic Center, Culture Center, Stark County Library Main & North Branches, Canton Palace Theatre, Walsh University, and Washington Square.

110 – Canton/Sherrick Warner: The 110 connects the southeast neighborhood of Canton with the Cornerstone Transit Center. This route stops at Allen School, Gateway Homes, Canton Urban League, Hartford Middle School, Queen Esther Village, Skyline Terrace Apartments, and SARTA’s Gateway Facility.

111 – Canton/Harmont Walmart: Similar to the 101, this route connects the Cornerstone Transit Center with destinations in the northeast part of Canton such as Aldi, Board of Elections Office, US Post Office on Spangler, Amazon Fulfillment Center, Stark County Library Plain Branch, and Walmart on Harmont.

113 – Canton/Southway Industrial: Connecting the Cornerstone Transit Center with the Southway Industrial Park, this route also makes stops at First Ladies Library, Goodwill Industries, Linwood Acres, Canton Academy, Canton Police Boys Club, and the VA Clinic.

114 – Canton/Southgate: Cornerstone Transit Center is connected to Canton’s southside by the 114 where destinations include Compton Learning Center, Higgins Workshop, and the Southgate Shopping Center.

117 – Canton/Fairgrounds: Northeast neighborhoods are connected to downtown Canton with the 117 bus including stops at Harrison Professional Building, McKinley Monument, McKinley High School, Mercy Medical Center, Pro-Football Hall of Fame and Hall of Fame Village, and the Stark County Fairgrounds.

118 – Canton/Perry Hills: Southwest Canton and Perry Townships are connected to downtown Canton via the 118 which makes stops at Community Treatment & Corrections Center, DLH Industries, Perry Hills Colony, Perry Township, Richville, Sterilite, Metallus Harrison, and the VA Clinic.

119 – Canton/Frazer: This route services the northwest communities along Fulton Road and Cleveland Avenue travelling toward the city of North Canton. Stops along this route include Ohio Means Jobs, Frazer Elementary School, Glenwood Middle School, Malone University, McKinley High School (downtown), Early College High School and Giant Eagle on Cromer.

Massillon Transit Center

SARTA’s newest transit center is located in the city of Massillon. It has been the focus of many changes over the last five years. The first being the COVID-19 pandemic which resulted in lost ridership in 2020. The vacating of the original transit center two years ahead of the completion of the new building made travel in Massillon less than desirable during times of extreme weather. The temporary facility was just four bus shelters with little to no amenities. Now that the new building has opened and routes have been adjusted, as recommended in the previous TDP, SARTA will continue to monitor the ridership over the next five years. Massillon finished 2024 with 31,677 boardings.

| Route | DOW | Hours | Vehicles | Frequency | 2020 Ridership | 2024 Ridership | Change |
|-------|---------|---------------|----------|-----------|----------------|----------------|---------|
| 124 | Mon-Sat | 5:40a - 8:55p | 1 | 60 | 12,900 | 9,547 | -25.99% |
| 126 | Mon-Sat | 5:40a - 8:55p | 1 | 60 | 7,718 | 6,608 | -14.38% |
| 128 | Mon-Sat | 5:40a - 8:55p | 1 | 60 | 14,546 | 9,843 | -32.33% |
| | | | | Total | 35,164 | 25,998 | -26.07% |

124 – Massillon/Walnut Hills: This route connects many points of interest throughout Massillon such as downtown, Franklin Elementary School, Paul Brown Tiger Stadium & Washington High School, Massillon Library, Massillon Museum, Massillon YMCA, and Walnut Hills.

126 – Massillon/Rolling Hills: This route connects most of Massillon’s west side with the Massillon Transit Center making stops at Knights of Columbus, Mayflower Park Shopping Center, Quarry Ridge Apartments, Rolling Hills Village, and the Boys & Girls Club of Massillon.

128 – Massillon/Navarre: This route connects the village of Navarre with the Massillon Transit Center. Points of interest include Menards, Walmart, TSC Distribution, Hendrickson, Sterilite, and Sheare’s Foods.

Phyllis Byers Alliance Transit Center

The Phyllis Byers Alliance Transit Center has shown some of the greatest ridership growth in recent years. In 2024, Alliance had 46,915 boardings at the transit center. The adjustments to service recommended in the previous TDP have proven beneficial to these routes. In order to accommodate economic growth on its way into Alliance from Canton, State Street service was moved from Route 139 to Route 131 causing its ridership to grow astronomically. This shows how important this commercial area is to the residents of Alliance. Other adjustments were made to reduce the number of transfers people need to travel around the city as well as making timing with Route 139 more convenient for those needing to get to Canton.

| Route | DOW | Hours | Vehicles | Frequency | 2020 Ridership | 2024 Ridership | Change |
|-------|---------|---------------|----------|-----------|----------------|----------------|---------|
| 130 | Mon-Sat | 6:45a - 9:10p | 1 | 60 | 5,723 | 5,388 | -5.85% |
| 131 | Mon-Sat | 5:15a - 9:18p | 1 | 60 | 15,794 | 47,447 | 200.41% |
| 132 | Mon-Sat | 5:45a - 8:40p | 1 | 60 | 14,076 | 6,522 | -53.67% |
| | | | | Total | 35,593 | 59,357 | 66.77% |

130 – Alliance/Gaskill: Serving the northern part of the city of Alliance, this route stops at places such as Alliance Senior Center, Altercare of Alliance, downtown Alliance, and Roselawn Terrace.

131 – Alliance/Walmart: With service to the western end of Alliance, this route makes stops at most of the retail locations as well as Alliance Community Hospital, Alliance High School, Buckeye Village, Carnation Mall, downtown Alliance, the University of Mount Union, Walmart, Meijer, and Giant Eagle.

132 – Alliance/College Plaza: Servicing the south end of Alliance, this route makes stops at the Alliance Chamber of Commerce, Alliance Community Hospital, Alliance Franklin Head Start, Auld Street Industrial Area, College Plaza, downtown Alliance, Rodman Library, Silver Park, Thompson-Snodgrass Park, and the University of Mount Union.

Belden Village Transit Center

The routes servicing the Belden Village Transit Center serve many purposes in this multi-use developed district. This is an area of high retail and industrial use. People come to this area to work, shop, and socialize. The two local routes below as well as the two Interurban routes that service this area have seen fluctuations in ridership over the past five years, but the service does continue to demonstrate the need for moving people in this area. Belden Village saw 66,120 boardings at the end of 2024. Even though some of the recommendations from the last TDP were implemented in making necessary adjustments, it is evident that further evaluation is needed to ensure ridership continues to grow in this area and that all necessary destinations are serviced.

| Route | DOW | Hours | Vehicles | Frequency | 2020 Ridership | 2024 Ridership | Change |
|-------|---------|---------------|----------|-----------|----------------|----------------|---------|
| 45 | Mon-Sat | 5:40a - 9:25p | 1 | 60 | 15,698 | 33,843 | 115.59% |
| 121 | Mon-Sat | 6:21a - 9:03p | 2 | 30 | 18,663 | 14,211 | -23.85% |
| | | | | Total | 34,361 | 48,054 | 39.85% |

45 – Belden Village/Stark State: This route circulates the greater Belden Village area stopping at locations such as Belden Village Mall, Kent State Stark, Stark State, various retail centers, and the North Canton Industrial Park.

121 – Belden Village/North Canton Industrial Park: Servicing the Belden Village and North Canton areas, this route makes stops at Aultman Medical Center North, Belden Village Mall, Mercy Medical Center & Sports Medicine, North Canton Industrial Park, Stark State, Kent State Stark, Movies 10, and Tinseltown Movies.

Interurban Routes

The Interurban Routes act as connectors between the transit centers in the way that Interurbans connected various cities back when streetcars were in service. The overall drop in ridership for these routes can be attributed to the change in travel patterns caused by the COVID-19 pandemic. Ridership is slowly making a return overall from pre-pandemic levels however the Interurban routes demonstrate that travel between communities has been slower to return to those levels. These routes could benefit from an evaluation of frequency. People may choose not to travel by bus between communities because it is easier to drive.

The Interurban routes could be a good target for beginning to increase the frequency throughout the service area.

| Route | DOW | Hours | Vehicles | Frequency | 2020 Ridership | 2024 Ridership | Change |
|-------|---------|---------------|----------|-----------|----------------|----------------|---------|
| 102 | Mon-Sat | 5:10a - 9:40p | 3 | 30 | 200,435 | 161,662 | -19.34% |
| 105 | Mon-Sat | 5:40a - 9:40p | 1 | 60 | 96,962 | 67,303 | -30.59% |
| 106 | Mon-Sat | 5:40a - 9:40p | 2 | 30 | 83,108 | 85,732 | 3.16% |
| 125 | Mon-Sat | 6:10a - 9:25p | 1 | 90 | 23,680 | 17,589 | -25.72% |
| 139 | Mon-Sat | 5:15a - 9:40p | 2 | 60 | 93,122 | 87,833 | -5.68% |
| | | | | Total | 497,307 | 420,119 | -15.52% |

102 – Canton/Massillon: The 102 connects the Cornerstone Transit Center with the Massillon Transit Center serving both the cities of Canton and Massillon as well as Perry Township. Stops along the way are McKinley High School (downtown), Aultman Hospital, Walmart on Tuscarawas, various grocery stores, Target, Massillon Public Library, and Downtown Massillon.

105 – Canton/Belden Village via Cleveland Avenue: The 105 connects the Cornerstone Transit Center with the Belden Village Transit Center for making connections in Plain & Jackson Townships. McKinley High School (downtown), Canton City Schools Offices, Early College High School, US Post Office, Malone University, and Belden Village Mall are also along this route.

106 – Canton/Belden Village via Whipple Avenue: This route travels through southwest Canton to Whipple Avenue to connect with the Belden Village Transit Center with stops at Aultman Hospital, Walmart on Tuscarawas, Meyers Lake Shopping Plaza, and Belden Village Mall.

125 – Massillon/Belden Village: This route connects Massillon and Jackson Townships with connections at the Belden Village Transit Center. Other points of interest include Affinity Medical Center, Aultman West, Amherst Shopping Center, Jackson High School, Jackson YMCA, Lake Cable Medical Center, and Massillon Recreation Center.

139 – Canton/Louisville/Alliance: Connecting the Cornerstone Transit Center and the northeast neighborhoods of Canton with the cities of Louisville and Alliance, this route provides service to the Stark Regional County Correctional Center, Amazon Fulfillment Center, downtown Louisville, Louisville High School, Alliance Walmart, and the Phyllis Byers Alliance Transit Center.

Express Routes

SARTA’s Express Routes have created a way for local residents to reach other areas and transit systems when needed. These reasons can be for work, to see family, or to get to larger medical facilities than are located here in Stark County. The Akron Express Route (81) connects the Cornerstone Transit Center, the Belden Village Transit Center, and Metro RTA’s RKP Transit Center located in downtown Akron. The Cleveland Express Route (4) connects the Cornerstone Transit Center, Veteran’s Service Commission, and downtown Cleveland – specifically the Louis Stokes VA Clinic. This route is partially funded through a contract with the Veteran’s Service Commission. These routes have shown great ridership growth since the beginning of the COVID-19 pandemic.

| Route | DOW | Hours | Vehicles | Frequency | 2020 Ridership | 2024 Ridership | Change |
|-------|---------|---------------|----------|-----------|-------------------|-------------------|--------|
| 4 | Mon-Fri | 6:35a - 6:30p | 1 | 3 trips | 6,364 | 9,201 | 44.58% |
| 81 | Mon-Sat | 5:15a - 9:40p | 2 | 90 | 67,525 | 84,549 | 25.21% |
| | | | | Total | 73,889 | 93,750 | 26.88% |

4 – Cleveland Express: This route connects downtown Canton with downtown Cleveland and the Louis Stokes VA Clinic.

81 – Akron Express: This route connects downtown Canton with the Belden Village Transit Center, Akron-Canton Airport, and the METRO RTA RKP Transit Center.

Proline ADA & Proline Plus

Until early 2025, SARTA operated Proline ADA Complementary Paratransit Services at the countywide level following all requirements of the Americans with Disabilities Act. This unlimited service delivery model was beginning to make Proline unsustainable and in late 2024 it was decided to begin the public hearing process for restructuring Proline. This adjustment actually goes back to recommendations made in the 2020 TDP but was rushed due to financial concerns. By restructuring Proline, SARTA would be able to better serve the community with not only the federally mandated requirements of a ¾-mile ADA service area surrounding the Fixed Routes, but also budget for a countywide Demand Response service branded Proline Plus. Proline Plus would be delivered at a limited capacity as a first-come first-served Demand Response service for those riders with disabilities while Proline ADA would continue to operate as SARTA’s required ADA Complementary Paratransit Service.

Proline passengers continue to call SARTA’s Customer Service Representatives to book their rides. The service used to deliver the ride is based on the requested trip origin and

destination. Both services require one to four days advance notice. Riders are then given a 30-minute window in which to expect SARTA to arrive.

Proline operates with approximately 26 Operators from both the non-CDL and CDL pools to deliver around 226 hours across 3,900 miles each day. SARTA delivered around 400 Proline trips per day for roughly 191 individual riders in 2024.

In the 2020 draft of the TDP, it was suggested that SARTA consider implementing microtransit services. In early 2024, SARTA advertised for and procured a contract with Via to aid in transportation services within Stark County and piloted what became known as SARTA Connect in the city of Massillon and the southwest part of the county. This service provided two types of service to the general public – a corner to corner on-demand service booked through a mobile application which could have a ride available within a half-hour within most of the city of Massillon and Navarre and a pre-booked service for the more rural parts of the pilot area. For those wishing to travel outside of these zones, a trip into the Massillon Transit Center could be scheduled. This pilot ran from July 2024 to December 2024. By October, it was realized that contracting out the service was becoming too costly, and another alternative would need to be considered.

Previous TDP Progress

SARTA's 2020 TDP laid out nine recommendations and subsequent strategies for achieving those. In the five years since those recommendations SARTA faced numerous obstacles in reaching those goals. The first was the global COVID-19 pandemic which led to stay-at-home orders reducing ridership and routes, supply chain issues making parts and vehicle acquisition difficult, and ultimately a driver shortage. The second was the financial concern SARTA faced at the end of 2024 where numerous services or routes were ended, altered, or suspended until further notice which many came from the 2020 plan. Below are the nine areas of focus of the 2020 plan and a review of the progress SARTA has made in implementing or addressing those recommendations.

Improving service in Canton-Akron corridor:

This was an area of focus for the previous TDP in strengthening service for regional transportation as well as servicing areas such as the Pro Football Hall of Fame, Hall of Fame Village, and the Akron-Canton Regional Airport. It was suggested to focus improvements on frequency and routing for the Akron Express (Route 81) and the Fairgrounds Route (Route 117). Overall, the improvements would focus on improvements made along the Interstate 77 corridor moving from downtown Canton toward Akron.

While no official changes in this area have been made, alternatives to Route 117 and the idea of having seasonal transportation geared toward tourism have been discussed and the metrics behind these adjustments are noted further in this plan. Also included in making regional connections more convenient for Stark County residents is that of an improved Cleveland Express (Route 4). Currently this route runs three trips per day but has limited destinations in Cleveland for the distance it travels. New roadways within the city of Cleveland could demonstrate a more efficient Cleveland Express route for SARTA.

In 2022, SARTA worked with WSP USA to complete a Streetcar Feasibility Study which would have made use of the rail line running parallel to the interstate. This rail line touches on four major economic drivers and would have helped make some strong cross-town connections. These were downtown Canton, Pro Football Hall of Fame/Hall of Fame Village, Belden Village, and the Akron-Canton Airport. It was found that Streetcar would be costly but also that using existing infrastructure helped ease that cost. The other part hinged on whether or not the Hall of Fame Village could provide all of their parking needs on site and a separate study completed by SCATS showed that they should be able to if their master plan were to be taken to completion. As of this writing, SARTA has not further pursued the topic of Streetcar.

Improving productivity and access to employment in the city of Alliance:

SARTA has recently worked on combining two of the goals recommended in the 2020 plan which were to create more access to employment and restructure the Alliance routes. By restructuring the routes, SARTA was able to meet the employment needs of the city of Alliance by making connections between residential areas and work destinations. This has also allowed riders to make better connections at the Phyllis Byers Alliance Transit Center. As of this writing, SARTA is currently working on another merger within the Alliance area. The restructuring allowed SARTA to begin servicing the Amazon Fulfillment Center which was constructed in the last five years.

Improving productivity and access to employment in the Belden Village area and city of North Canton:

While some improvements have been made in the Belden Village area making service available to the local colleges and the Belden Village Transit Center, it has been found that employment areas can be moving targets in an area of growth. It will be necessary to continue evaluating service in an area where changes can occur more frequently. For example, the Akron-Canton Regional airport could be an employment destination as well as a tourist destination and serviced from a local route and not just the Akron Express.

Employment access and improved productivity in Massillon:

The biggest change that has come to Massillon since the writing of the 2020 plan is the new Massillon Transit Center. SARTA had previously operated a transit center on the ground level of the city's parking garage. As service and the fleet grew over the years, this facility no longer met SARTA's needs. The time had come to search for land in the downtown area where a standalone facility could be constructed to allow the residents of Massillon to make necessary travel connections with the rest of Stark County and in the Massillon area as well.

The second challenge in the Massillon area is that of the industrial growth in Navarre along the US Route 30 corridor. Suggested employment loops were created to meet this need but did have to be suspended due to lower ridership in early 2025. However, like the work being done in Alliance, Massillon has seen some consolidation and realigning of routes to make more convenient travel and connections for those riding in the area. Massillon continues to serve its population locally as well as for those needing to get to the Cornerstone and Belden Village Transit Centers.

Increased Frequency for Local Routes:

Even with the realignment of routes in Massillon and Alliance, SARTA's frequency remains high on average. Most routes arrive every 60 minutes. This is a goal that has been carried out for the next five years with this TDP.

Connections between routes outside of the Transit Centers:

This is another area that service has been tried before but was not successful in the idea of cross-town service. This way someone could catch a route across the service area without making a transfer at one of the transit centers. It is an idea that can still remain on the table and considered as part of other suggested service improvements.

SARTA does, however, have areas of service that are redundant. Meaning, two buses may traverse the same road at some point during the routing. In these locations riders could make connections across the service area without making the trip into a transit center and transferring.

Microtransit Services:

SARTA began piloting a service branded as SARTA Connect, in July 2024. A contract with Via was procured and vehicles, drivers, and software were provided as a Mobility as a Service (MaaS) model. This was piloted in the Massillon/Southwest Stark County area with two types of service. In the immediate area surrounding the Massillon Transit Center, an on-demand service was implemented where a passenger could book a ride through their mobile device and have a ride within a half hour. The second was a traditional pre-booked service where those in the rural areas could book up to one day in advance and have a ride anywhere within the Massillon zone or to the transit center should they need to travel further. This was completely open to the general public, unlike the Proline service.

Due to the financial concerns SARTA faced at the end of 2024, this pilot and the contract with Via were cancelled. SARTA felt that the restructuring of Proline would be a better way to meet this recommendation at a slower pace, allowing for a better understanding of travel needs. Currently, only those with a disability can access Proline and while this is inhibitive of true county-wide service, it is a starting point and can allow for a more strategic and budgetary approach to expanding the audience of those who use Proline.

Enhance infrastructure for those who access SARTA routes by foot and bike:

Both recommendations in this section call for shelter placement and larger bicycle racks. Shelters are placed based on location and ridership. Partnerships in stop placement are also a beneficial

way to handle this. In this scenario, a landowner such as a business might allow the stop to be placed and handle the permitting and concrete pad installation. SARTA then provides and installs the shelter. SARTA continues to evaluate shelter requests as they come in.

SARTA has also ensured that bike racks are on all vehicles to help those who use bikes to get to and from their bus stop. This is a common first mile/last mile solution that SARTA and other transit agencies have offered for some time.

Addressing Sunday needs.

Sunday service was eliminated almost twenty years ago. Low ridership and the entire fleet out on the road with significantly lower ridership made this day of service an easy target to save money. However, it is important to study if a limited service could be reintroduced to the area and explore how this could be accomplished. This will be added to the service goals for this TDP.

Other Service Changes Since Last TDP

SARTA would make service decisions as they were needed regardless of what was in TDP. In the last five years since the writing of the 2020 Transit Development Plan, SARTA has had to make some quick decisions on how to keep service going through unprecedented times. These challenges largely occurred during the COVID-19 pandemic. Stay at home orders caused ridership to drop, supply chain issues caused a shortage of vehicles and vehicle parts, and driver shortages caused cuts to be made to the service. Communities with lower fixed-route ridership such as Canal Fulton, Hartville, Waynesburg, and East Sparta saw a suspension of Fixed Route services, leaving only Proline to service those areas.

The Fixed Route service areas of Massillon, Jackson Township, Plain Township, North Canton, Canton, Louisville, East Canton, and Alliance saw adjustments in routing, frequency, and alignment but were able to maintain some level of Fixed Route. While some adjustments to frequency and alignment have been made since the end of the pandemic, SARTA is still seeing lower ridership levels than years leading up to the pandemic.

Proline was another area where restructuring was necessary to make this a sustainable service as Stark County's need for Demand Responsive services has grown in recent years. This will be discussed further but it was decided that SARTA would move forward with applying the Americans with Disabilities Act (ADA) to its Proline services where passengers who are not able to access the Fixed Routes would be able to ride Proline ADA Complementary Paratransit Service for traveling to and from destinations within $\frac{3}{4}$ mile of a Fixed Route. An additional service was created, however, to maintain a level of Demand Responsive service outside of the core Fixed Route areas now known as Proline Plus.

Budgetary concerns did cause further service adjustments to the Fixed Route service in late 2024. Public hearings were held to discuss the above-mentioned Proline restructure as well as the end of the Late Night Loops – Routes 151, 152, 153, 154, and 157 were discontinued officially in February 2025 when the Proline restructure launched. The ending of these routes with lower ridership helped reduce the impact to the Proline service and by extension, the disabled community of Stark County whom Proline ADA and Proline Plus are currently intended for.

Public Engagement

SARTA engages with the public at times of major service changes as well as through their travel training and outreach programs. Other times that SARTA will seek public input is during studies such as the Streetcar Feasibility Study and updates to the Transit Development Plan such as this one. Below are times that SARTA worked with the public to receive input for changes happening with the service and/or organization.

In the past five years, SARTA has gone to the public for a total of five topics dealing with service changes and SARTA activities. SARTA also spends much time in the public space talking about services at major events such as the Stark County Fair and various resource fairs throughout the community.

Gateway Expansion

SARTA's main facility, having been built in the early 1980's had become land locked with no room for expansion. By the early 2020's it had become necessary for additional workspaces and parking. An administrative expansion was planned, and public hearings would need to be held. The problem was there was a global pandemic occurring due to the COVID-19 outbreak and large gatherings were temporarily banned.

To work around this, SARTA hosted Facebook Live hearings to receive comments on the purchase of two public spaces. One was owned by the Stark Metropolitan Housing Authority (SMHA) and the second by the city of Canton – Crenshaw Park. SMHA were consolidating buildings and did not need the six that were demolished, and the city had been looking to downsize the park land. This allowed the SARTA property to expand by ten acres where a new parking lot, CDL training pad, and 13,000 square foot administration building were constructed.

Those who participated had no immediate concerns with SARTA acquiring the land.

Streetcar Feasibility Study

In 2022, SARTA had a Streetcar Feasibility Study conducted by WSP USA to look at the rail corridor connecting downtown Canton to the Pro Football Hall of Fame and Hall of Fame Village, Everhard Road/Belden Village area, and the Akron-Canton Regional Airport. This corridor sees plenty of local and tourist traffic and the Streetcar would play a cross-town connector bringing together two transit centers and the airport with the hotels in the area.

Stakeholder and Public Meetings were held as part of the study to gauge support for this endeavor, and other similarly sized systems were explored as part of the study to determine

what additional infrastructure would be needed. Hydrogen Fuel Cell was, of course, explored to avoid the cost of constructing overhead catenary and a power station.

The overall cost of the project demonstrates that a closer look at the bus network could be a more cost-effective alternative to strengthening service in the corridor between downtown and the Akron-Canton Regional Airport corridor.

Customer & Community Survey

In 2022, SARTA sought input from riders and community members about their views of SARTA. This was conducted by EMC Research where 500 residents were interviewed by either phone, email, or texting modes of communication. These surveys were conducted October 12-17, 2022. Key findings were SARTA is viewed positively by the community and that it is important for the region to have a high-quality public transit system. However, most respondents reported they do not currently use SARTA as their preference was for their personal automobile. The survey found that while most respondents were unaware of SARTA, their view of SARTA was favorable. This was found to be true within both the rider and non-rider groups. Reasons for not riding were convenience with non-riders citing improvements such as frequency and stop location affecting their choice to drive their own vehicles. These topics were further explored in this TDP's community survey below.

Amongst the riders polled, it was found that over half felt the need for an expansion of services. Most also found that SARTA was doing a positive job and had a favorable opinion. Riders cited the SARTA Operators, frequency of service, safety, and overall quality as the top four factors contributing to their satisfaction. The top four reasons, at this time, for using SARTA were: medical, shopping, social visits, and work.

Stark Poll

SARTA participated in the 2024 Stark Poll. This poll was conducted by Center for Marketing & Opinion Research, LLC where SARTA could submit questions to be asked of Stark County residents as part of a larger county-wide group survey. The sample size for the Stark Poll was 600 people.

These questions were developed to gauge the perception of SARTA as well as the possible level of levy support SARTA should expect to receive when going to the ballot in 2026 to renew the 0.25% sales tax levy which makes up a substantial portion of SARTA's operating dollars.

The poll showed how people typically find out about SARTA and among those top four sources were billboards, internet, radio, and social media. Other insightful information shown in this poll was how each community's transit needs changed throughout Stark County with the majority saying the needs have changed. This has been seen in SARTA's

service planning as we continue to always adjust service to meet the needs of the community. This was an equal finding across the communities served as well.

Proline Restructure

SARTA held two series of public meetings surrounding the restructuring of Proline. The first set were the official hearings held in November 2024 to announce the restructuring would be happening. The second was information meetings explaining the difference between the Proline ADA and the Proline Plus service held in January 2025.

In addition to the people who attended the meetings, comments were also collected online. These comments were compiled and demonstrated that while the restructuring focused on maintaining the ADA level of service in the core Fixed Route area, there was a real need for public transportation in the rural areas. The restructuring was pushed quickly, and the biggest complaint was about the lack of time people had to make other arrangements before the changes went into effect.

The conclusion of this outreach demonstrates how important Proline is to the community and can be one of the ways that SARTA continues to expand to ensure service is delivered to all residents of Stark County who may have no other form of transportation, and this would include expanding the audience of Proline beyond just those with disabilities.

TDP Public Outreach

SARTA went back to the public during the drafting of this plan. This started with a Stakeholder Meeting at the beginning of August 2025 that kicked off a five-week survey period for not only riders but community members and employees as well. The surveys were web-based; however, paper copies were made available upon request.

Postcards were distributed containing the QR codes. These were sent to the transit centers as well as distributed to partner agencies who would typically have clients that ride our buses. To ensure all could participate in the survey, paper copies were sent to the transit centers for those who may not have internet access. Proline riders were asked to fill out a survey when they



called to book their rides and for those who needed further assistance in filling out their surveys, help was offered over the phone.

The Stark County Fair was occurring during this period where staff took the opportunity to speak with attendees about the TDP and requested they take a moment to submit a response. The beginning of school events were also leveraged as the Outreach Team spoke with students and parents preparing to begin the school year.

In the end SARTA received 172 responses across all three surveys. The breakdown was: 25 employees, 57 community members, and 90 rider surveys completed. All surveys asked that the respondents consider the goals set forth in the plan and even asked them to submit an idea of their own. Questions were also asked surrounding knowledge of SARTA's policies and programs. Employees were further asked about their views on the services offered and for thoughts about the Executive Leadership Team.

These surveys provided insight into what SARTA should be doing to help better transportation in the community. Below are summaries of all three surveys.

The Rider Survey was completed by approximately 68 Fixed Route riders, 16 Proline ADA riders, and 6 Proline Plus riders. Most ride daily and some weekly. The top three reasons the respondents ride with SARTA were Personal, Work, and Shopping with others noting various reasons such as not having a license or car, concerts, library, and visiting family. The Fixed Route respondents listed many of SARTA's Fixed Routes with some exhibiting making trips across the entire service area. Ninety-two percent of the respondents noted that SARTA is their primary form of transportation. Of the five goals presented, the riders responded that they felt Sunday service and increasing route frequency were the top two goals to concentrate on. Improving connections outside of Stark County and concentrating on SARTA's relevancy and sustainability tied for third. Other responses were to expand the service hours of Proline Plus, bringing back the Late-Night Loops, and increasing the safety and amenities at bus stops. The final questions surrounded rider policy and the responses showed that our ridership has a strong understanding of what is expected of them.

The Community Survey was completed by 57 respondents. Eighty percent of them know a rider that uses SARTA as their main form of transportation. They found public transportation to be extremely valuable to the Stark County community. Respondents were representatives of other public service organizations such as Canton City Schools, IDEA House, Goodwill Industries, YWCA, Stark Metropolitan Housing Authority, and the Louisville Public Library. Some have even requested Travel

Training sessions for their staff. This group of community members felt riders use SARTA for Work, Medical, and Personal trips. This aligns with the responses from the riders apart from shopping and medical. When asked about additional communities in need of service, the responses were overwhelmingly the outlying, rural villages and townships. The community also felt that the Express services connecting riders to areas outside of the county were extremely valuable. When asked what would sway them to become riders, they cited increased service area, increased frequency, and less transfers as the top three reasons for not riding. Finally, when asked which goals to concentrate on, this group felt that Sunday service, expanding Proline Plus, and increased route frequency were the top three goals. Other goals noted were Late Night Loops, microtransit, subscriptions, and second shift service.



Please take a few moments to complete the Transit Development Plan Team Member survey!
 Scan the QR code to help guide SARTA in the best direction to serve our communities AND help focus SARTA's Executive Leadership Team to begin agency-wide strategic planning!



Twenty-five employees filled out the Employee Survey. Most who filled out the survey have been with SARTA for 10-20 years with the 3-5-year group coming in second. Most were aware of what SARTA's Mission and Vision Statements were. When asked about SARTA's core values,

safety, efficiency, reliability, customer service, and professionalism stood out as common themes. When ranking the aspects of their employment, staff said that pay, healthcare, and culture were the three items of importance. SARTA staff were asked to evaluate the Executive Leadership Team. Among the strengths were longevity, innovation, going above and beyond, caring, teamwork, supportive, knowledgeable, and approachable. Weaknesses noted were lack of communication, not receptive, not involving staff in decisions, management of funds, and losing focus on serving the passengers and community. The top three goals chosen by staff aligned with the riders' view and they were increasing route frequency, expanding Proline Plus, and keeping SARTA sustainable and relevant. Other ideas the staff had were maintaining a competitive workforce, Late Night Loops, introducing an on-demand style service, and ensuring all communities have access to transportation. The staff also felt that of the three types of service offered by SARTA – Fixed Route, Demand Response, and Express – Fixed and Proline were the most important. SARTA was rated at 3.4 out of 5 stars and the staff's reasoning was service cuts, not focusing on Stark County, good and bad customer service, and providing a good service to the community. Overall, they feel SARTA still maintains a good image in the community, but that we do get bad

publicity due to certain events rather than concentrating on the good we have going on.

All three surveys were reviewed by the Executive Leadership Team and summarized to determine SARTA's standing in the community, with the ridership, and with the employees.

Other Outreach & Travel Training Activities

In addition to official public engagement activities required based on the planning activities of SARTA, there is also a Travel Training & Outreach team here that promotes SARTA at resource fairs, public events such as the Stark County Fair, and provides group and one-on-one teaching sessions to help get new riders acquainted with SARTA's services.

This group goes to most any event SARTA is invited to and will be sure to get to their regular activities as well such as:

1. YMCA Senior Fair Events
2. Kidfest/Funfest
3. Back-to-school Events
4. African American Fest
5. NE Community Group
6. Lifecare Vendor Fair
7. Keep Seniors Driving Safe

2025-2030 Goals & Objectives

For this TDP, SARTA will set five goals that will focus on service improvements for the greater Stark County Community. As discussed previously, SARTA sought the input from riders, community members & leaders, and employees to help guide this plan.

These goals are laid out to allow focus on one per year of the plan. SARTA can evaluate resources available such as drivers, vehicles, and money available to make the changes and/or expansions possible. These goals and the feedback received can help establish SARTA as the leading transportation provider for the area.

The costing calculations for these scenarios will come from SARTA’s submissions to the National Transit Database (NTD) and the reports generated by the NTD. The most recent year available is SARTA’s 2023 data. The figures for SARTA’s costing metrics are in the table below. Also added to this is the SARTA Operator average wage. Costing service adjustments can be extensive. If adding service to a weekday and there is no additional need for support staff or vehicle costs to be considered, a simple hourly rate can be computed for the driver. Should the additional service needed start requiring an increase in the fleet and support staff, then using the fully charged rates may need to be used.

| NTD Cost per... | Vehicle Revenue Mile | Vehicle Revenue Hour | Unlinked Passenger Trips |
|-----------------|----------------------|----------------------|--------------------------|
| Fixed Route | \$8.37 | \$139.10 | \$15.63 |
| Proline | \$7.82 | \$123.52 | \$70.76 |

This table shows those calculations spread out at daily, weekly, and annual levels as well as multiple buses and/or runs being added annually. Note that both rates were used – the average driver salary and the NTD cost.

| Service | 2023 NTD VRH Cost per Run/Bus | Daily Cost per Run/Bus | Weekly Cost per Run/Bus | Annual Cost per Run/Bus | 2 Buses/Runs | 3 Buses/Runs | 4 Buses/Runs |
|-------------------------|-------------------------------|------------------------|-------------------------|-------------------------|--------------|--------------|--------------|
| Driver | \$26 | \$208 | \$1,248 | \$64,896 | \$129,792 | \$194,688 | \$259,584 |
| Fixed - Fully Charged | \$140 | \$1,120 | \$6,720 | \$349,440 | \$698,880 | \$1,048,320 | \$1,397,760 |
| Proline - Fully Charged | \$124 | \$992 | \$5,952 | \$309,504 | \$619,008 | \$928,512 | \$1,238,016 |

Expand Proline Plus

SARTA established Proline Plus in early 2025 to gain control of the cost of the Proline service where an open-door ADA level of transportation had been offered county wide. Financial concerns caused SARTA to restructure Proline by designating trips as ADA or non-ADA. ADA trips would be served within $\frac{3}{4}$ -mile of the Fixed Routes and non-ADA trips would be outside of the core service area in the more rural parts of the county. This new service was branded Proline Plus.

Proline Plus can gradually expand in many ways. One way is to add runs as SARTA can. An example of how much this strategy would cost SARTA is to look at the average cost for SARTA's Proline services. Provided that SARTA has the vehicles and support staff available already, each run would be scheduled for 8 hours at a rate of \$26 per hour but could cost up to \$124 per hour for a total of \$208 to \$992 per day. If SARTA were to look at adding two runs over the course of 2026, the total cost of the additional runs would be \$416 to \$1,984 per day. Across the course of approximately 52 weeks, SARTA would be looking at an additional \$64,896 to \$309,504 per run added to either Proline service.

SARTA can also expand Proline Plus through the audience Proline Plus is targeting. Currently Proline Plus serves riders with disabilities. By adding other needs such as the elderly or the general public as a whole, SARTA can expand Proline Plus without directly impacting their budget. Cost only becomes a factor in this scenario should the demand start requiring additional runs and resources.

A third way that SARTA can improve Proline Plus is by contracting with a software-as-a-service company (SAAS) to provide the ability to schedule on-demand rides through a mobile application. This is similar to the SARTA Connect pilot, however, the drivers and vehicles would be employed and owned by SARTA as part of our Proline Plus service. People could book rides as needed and have a vehicle at their door within a short period of time while that vehicle was already out providing pre-booked service. Looking at what COTA launched in Columbus with their on-demand service, they spend around \$330,000 per year to make this technology available. Seeing as SARTA is considerably smaller, it could be reasonable to see a lower cost proposal for acquiring such software to help better develop Proline Plus.

Another way to allow growth with Proline Plus would be to divide the county up into service areas. People do not always need to travel every day; however, they may need to travel once or twice a week. By dividing the rural parts of the county up by days of the week, the same number of runs can provide service countywide. This would be a similar service delivery model to other rural systems in the area.

Increase Frequency on Fixed Routes

Increased frequency can help with ridership issues. While ridership is not necessarily a true gauge on a transit's value, it can be used to determine where better service can be applied. Increased frequency can be difficult because it requires additional resources to be added or taken from other areas. This would also be a calculation of 8 hours per additional bus at a rate of \$26 to \$140 per hour. Each additional bus on a route would cost SARTA \$208 to \$1,120 per day or \$64,896 to \$349,440 per year.

One way of accomplishing this goal would be to identify higher performing routes across the service area that could further improve with more frequency. By adding service to a higher performing route, you move people across the area quicker and reduce overcrowding on the buses.

Another way to consider higher frequencies is on the Interurban style routes that connect SARTA's transit centers, making connections across the region more accessible to SARTA's riders.

A final way to help improve frequency without greatly impacting the budget is to identify times of day where a route could operate on a more limited-stop trip or express-style service versus stopping at every stop which would allow people to get from point A to point B a little more quickly.

Bringing Back Sunday Service – In a Limited Capacity

Sunday service always comes as a request in most public engagement situations. It is a day of week people commonly want to get out and about for various reasons. This group is usually smaller, which is why Sundays are cut first. Sundays were cut in Stark County approximately fifteen years ago. Bringing Sunday service back would have to happen in a limited capacity. This would be the most expensive day to start service back up. To bring back Sundays, it will require SARTA to create an entirely new workday with Dispatchers, Road Supervisors, Maintenance personnel, Operators, and vehicles. When runs are added during the week, Operators and vehicles are all that need accounted for typically. This is why the fully allocated cost is used in planning service expansions because that number considers the amount of support that may be needed to increase service and on Sunday's this is most definitely true.

A simple way to begin establishing Sunday service would be to determine a fixed number of runs to provide Proline Plus each week. There would be no Proline ADA as there would be no Fixed Route Service, at this time. These would come at the cost of \$124 per hour at a daily

total of \$992. For approximately 52 Sundays in a year, the addition of Sunday service would impact SARTA's budget by a total of \$51,584 per Sunday run added.

Sundays could also be opened up to a greater audience for Proline Plus and could help determine the demand for more than just those with disabilities during the weekdays too. Having a more open-door service on Sundays would allow SARTA to promote having true county wide public transit. Should the demand for service prove too great for Proline Plus, then Fixed Routes could be explored.

Improve Service to Other Areas Within the Region

Past recommendations have encouraged SARTA to look at the I-77 corridor to strengthen service between downtown Canton, Pro Football Hall of Fame and Hall of Fame Village, and the Akron-Canton Regional Airport. Several local Fixed Routes and two Express Routes traverse this area.

Other areas to help improve this service are to explore more comfortable ride options for the number 4 route and offering WiFi on longer routes. SARTA could also look to include other hospitals in the connecting cities that residents may need to get to for specialized service not offered in Stark County. Exploring partnerships beyond just the one with the Veteran's Service Commission could help improve ridership and strengthen the revenue for the two Express Routes.

Continue Keeping SARTA Relevant & Sustainable

SARTA's relevance and sustainability will be addressed strategically through careful long-range planning. By establishing a long-range master plan in addition to this TDP, SARTA can have a roadmap to ensure that not only is the service being managed in a way that keeps it relevant to the needs of the passengers, but that also SARTA's fleet, facilities, and staff are taken care of in a way that will ensure long term sustainability for the organization which in turn ensures long-term sustainability for the services delivered.

SARTA's fleet has come a long way from the days of spewing diesel exhaust throughout Stark County. Starting in 2009 with diesel-electric hybrids, SARTA began travelling down the road to a cleaner fleet and by extension cleaner air for the community. In 2012, the Compressed Natural Gas (CNG) fueling station was completed and the first CNG buses hit the road greatly reducing SARTA's carbon footprint. Then in 2016, SARTA constructed one of the first Hydrogen fueling stations in the country and ran some of the first Hydrogen Fuel Cell buses used in public transit. It is these efforts that demonstrate the concern SARTA has over its passengers and fellow community members in ensuring reduced emissions continues to be a goal of the organization. In fact, SARTA's maintenance data demonstrates that since 2015,

SARTA has reduced their total greenhouse gas emissions by 45% when reviewed in 2023. This is in part due to SARTA's increase of alternative fuel vehicles from 39 to 70 between 2015 and 2023. As of this writing, SARTA has no diesel vehicles left in the revenue fleet making a great start to this goal of environmental sustainability.

SARTA's facilities are another area to ensure they will last well into the future of transit here in Stark County. Each triennial, Facility Assessments are completed for each building to determine the needs of that building. Most buildings score well while others need some work. Taking these assessments and implementing them through a large long-term plan can help SARTA prioritize building needs and create a timeline for ensuring repairs and renovations can happen as well as search for money to complete these larger scale projects. When the facilities are in great shape, the passengers have terrific amenities for their use.

Another highlight of the TDP survey period was that of employee development and retention. Through carefully planned efforts to evaluate organizational needs and placing the right people in the right positions, SARTA is setting itself up for some long-term success because if the staff is taken care of, the riders will be taken care of.

Finally, through short-term evaluations and planning, the services delivered can remain relevant to the riders. Changing needs require changing services. Legacy routes and service delivery models do not always do well for the riders. Transit has come a long way and with careful planning, SARTA will continue to go a long way. The restructuring of Proline was a start, but an evaluation of the Fixed Route network could be warranted as well as revisiting the offer of microtransit or some form of an on-demand model.

Late Night Workforce Service

One of the common themes that came from the surveys was the need for service that helps second shift workers get home, and third shift workers get to work during the gap of time when SARTA does not have any service on the road. This was previously delivered in the form of four Fixed Routes which generated relatively low ridership which made them easy targets during the financial concerns in late 2024. However, this is an example of a time when low ridership seems like it is not an important service to the agency; but it was a great service to those few that did ride. This goal can be tied back to sustainability. What would be the best way to service those that need rides late at night? Traditional Fixed Routes were not the answer. Could we plan for a couple of Proline Plus runs? That could be a start and make for an easy way to study what the needs are at those times. Keeping in mind the above costing models, a couple of late-night Proline Plus runs could cost SARTA up to \$309,504 per run annually.

Board Resolution

In order to demonstrate full organization support in developing this plan, SARTA asked for the participation of not only the staff, but of the Board of Trustees too. Updates for the plan have been presented at the Board of Trustee meetings throughout 2025, they joined us for the Stakeholder Breakfast, and they have been presented with a draft to submit comments on. Below is the resolution supporting the efforts of this plan and the service goals set within.

Conclusion

SARTA operates as Stark County's public transit authority and is largely supported by its 0.25% sales tax levy. This levy is widely supported by the majority of Stark County residents. SARTA also works to acquire grants through both federal and state programs in addition to the revenue collected from the riders. With these funds and some other minor revenue streams such as Marketing endeavors, service is delivered to the county in four forms: Fixed Route, Proline ADA Complementary Paratransit Service, Proline Plus, and Express Route. These services have provided an average of 1.14 million rides per year over the last five years and approximately 223,000 hours and 3.68 million miles in the same period of time.

The benefit of having such an extensive public transit system is that there are not only rides being delivered, but partnerships are created through pass partnerships, transportation agreements, and supplemental services. This is in addition to other various boards, committees, and volunteer programs SARTA staff participate in throughout the community.

Part of this plan provided a lookback at SARTA's previous TDP to determine how much of that plan had been initiated. Nine recommendations were made and SARTA showed some level of progress in all but two or three. The biggest factor was that the COVID-19 pandemic occurred right after the release of the 2020 TDP and was not officially over until around mid-2022. Other service changes had been made during this time which left some positive and some negative impacts on the community.

SARTA went to the public six different times throughout this time to discuss different changes that would be occurring in regard to the organization or services offered. Three of the times there were surveys to gauge community and rider support for SARTA. While still remaining favorable with the community, it was demonstrated that some improvements were still desirable.

For this TDP SARTA is set out with five original goals and a sixth one developed due to the feedback from the final rider survey completed in September of 2025. These goals would help guide SARTA through year 2030 and looked to accomplish things such as an expansion of the newly established Proline Plus service, bringing back a limited Sunday service, providing a level of late-night service for second and third shift workers. This TDP will continue to guide the service delivery model here at SARTA and lead to more long term, strategic planning for the organization which will help continue keeping SARTA relevant and sustainable.

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