



## MEETING NOTICE

Notice is hereby given that the following meeting of the Board of Trustees of the Greater Cleveland Regional Transit Authority (GCRTA) will take place on **Tuesday, May 19, 2026**, in the Board Room of the Authority, 1240 West Sixth Street, Cleveland, OH 44113, for consideration of the listed items and such other items that may properly come before the Board and be acted upon. This meeting will be live streamed beginning at 9:00 a.m. on GCRTA's Board Page [www.RideRTA.com/board](http://www.RideRTA.com/board) on the meeting date for staff and members of the public. Members of the public may attend in person.

The meeting package will be posted on GCRTA's website at ([www.riderta.com/board](http://www.riderta.com/board)), Facebook page and Twitter page.

9:00 a.m.      **Committee of the Whole Meeting**

- Agenda attached

**Organizational, Services & Performance Monitoring Committee Meeting**

- Agenda attached

**Board of Trustees Meeting**

- Agenda attached

*Rajan D. Jantam, Acting*  
for: India L. Birdsong Terry  
General Manager, Chief Executive Officer

IBT/bc  
Attachment

Scan this QR code to access the meeting schedule, live streams and meeting materials.





## AGENDA

Committee of the Whole

Tuesday, May 19, 2026

Committee Members:

- Mayor Paul A. Koomar, Chair
- Ms. Emily Garr Pacetti, Vice Chair
- Ms. Anastasia A. Elder
- Mayor Marie Gallo
- Ms. Emily Harper
- Mr. Stephen M. Love
- Ms. Deidre Y. McPherson
- Mr. Jeffrey W. Sleasman
- Mayor David E. Weiss
- Ms. Shanelle Smith Whigham

I. Roll Call

II. Approval of Minutes – May 5, 2026

III. Internal Audit Report – Presentation of 1st Quarter 2026 Internal Audit Report.

Presenter:

- Anthony Garofoli, Executive Director, Internal Audit

IV. Adjourn



## MEETING MINUTES

Committee of the Whole

May 5, 2026

**Committee Members:** Mayor Koomar (Chair), Ms. Pacetti (Vice Chair), Ms. Elder, Mayor Gallo, Mr. Love, Mr. Sleasman, Mayor Weiss, Ms. Whigham

**Not Present:** Ms. McPherson

**Staff/Other:** Dave Basso, Shawn Becker, Nick Biggar, India Birdsong Terry, Janet Burney, Louis Catalusci, Floun'say Caver, Brent Charnigo, Nick Davidson, Shashelia Degraffinried, Dan Dietrich, Drew Dimmick, Traci Ext, George Fields, Mary Flannery, Bob Fleig, Joel Freilich, Catherine Galla, Lawrence Jupina, Dan Kerg, Carl Kirkland, Andrew Korman, Jonathan Laule, Jeffrey Macko, Glenville Manning, Matt Marotta, Jennifer Martin, Kathleen McGerverey, Sheila Miller, Josh Miranda, Charles Morgan, Allen Polly, Mike Schipper, Spencer Smith, Kay Sutula, Wendy Talley, John Togher, Eric Vukmanic, Carolyn Young

**Public:** 7

### I. Roll Call

Mayor Koomar called the meeting to order at 9:01 a.m. with roll call. A quorum was present.

### II. Approval of Minutes – April 7, 2026

Mr. Sleasman moved, and Mr. Love seconded to approve the minutes; the motion carried.

### III. Executive Session -- To review the negotiations or bargaining sessions with public employees concerning their compensation or other terms and conditions of their employment.

Mayor Koomar moved, and Mayor Gallo seconded to go into Executive Session; the motion carried. The Committee was in Executive Session from 9:03 a.m. to 9:24 a.m.

Mayor Koomar moved, and Ms. Pacetti seconded to resume the meeting. The motion carried.

### IV. FY 2026 Bond Issuance

Carolyn Young, Director, Grants Management & Treasury, presented a proposal for a \$35 million bond issuance over 20 years, payable from sales and use tax revenues. The new debt will be restricted to pay the local portion of capital project expenditures. The requested issuance will enable the Authority to optimize and manage liquidity in both operating and the capital fund, allowing \$14 million to remain in the General Fund. The request to amend the financial policy was presented to the Board on March 3, 2026, requesting to reduce the transfers of sales tax from 10% to 5%.

This new debt aims to fund capital projects such as paratransit lift replacements, bus upgrades, facility improvements, and the Metro Health Bus Rapid Transit line.

The financial strategy is designed to optimize liquidity and maintain a strong credit rating, with debt service payments scheduled to decrease over time. The bond issuance process includes rating presentations, bond sales, and closing events, with oversight from various financial advisors and legal counsel.

As of December 31, 2025, the total principal outstanding debt totaled \$13.9 million. At the end of 2026, the Authority is scheduled to pay off 49% of the outstanding debt, reducing debt from \$13.9 million to \$7 million. In 2027, the debt outstanding will be \$4.2 million. The outstanding debt balance will be paid off as of December 31, 2030.

In 2026, the scheduled debt service will be \$8.4 million. In the first year, the new debt issuance, the authority will pay interest only estimated at \$840,000. In 2028 through 2030, the debt service level stabilizes at \$4.3 million. After 2030, the proposed annual debt service will be capped at \$2.8 million. These levels will remain below the current debt levels for a 20-year period.

Ms. Young advised that as of late 2025, GCRTA has a AAA credit rating and stable outlook among other transit agencies in the country. GCRTA is also rated more highly than other public agencies in Northeast Ohio.

The resolution authorizing the debt will be presented to the Board on May 19. The resolution will authorize GCRTA to issue debt for capital projects, authorize the amendment to the trust agreement to include new debt issuance and pledge sales and use tax revenues for indebtedness.

Staff requests that the Committee recommend the Board to approve this matter.

Mayor Weiss referenced having the flexibility to call the debt short of the 20-year term and questioned what staff has seen in the marketplace. Bethany Pugh explained that the proposed new issuance would have at least a 10-year call provision. For shorter calls of eight to 10 years, staff can survey the market and help GCRTA make an informed decision.

Mayor Weiss questioned the ability to consider an early call feature and expressed interest in seeing how it would impact the debt. Ms. Pugh explained that if there are specific target timeframes earlier than ten years, she can help analyze the cost benefit analysis.

Mayor Weiss additionally asked whether GCRTA's current debt may be called. Ms. Young explained that GCRTA could call its current debt, but it would not be feasible because it would require a \$13.9 million payment to save \$800,000 on debt that will be paid off by 2030.

Mr. Sleasman inquired what rates were used for the projected payments in 2026. Ms. Pugh advised that the market standard is to sell debt at 5% coupons. Assuming a \$35 million sale and 5% coupon, \$2.8 million is the debt service generated. In addition to the principle, bond premium is a price above 100%, which will help pay for debt service.

Ms. Pacetti moved, and Mayor Gallo seconded to advance the item to the Board of Trustees. The motion carried with abstentions by Ms. Elder and Ms. Whigham.

#### V. Code Book Update

Anna Hlavacs, Senior Counsel – Contracts, Real Estate & Administrative Law, stated that the codified policies and procedures of the Greater Cleveland Regional Transit Authority were codified in 1989 and is commonly called the "Code Book." The policies are reviewed and updated to bring them in line with current operations at least every three years.

A new chapter is proposed -- Chapter 852: Protection of Transit System Assets, Employees and Passengers -- for the protection of transit system assets, employees and passengers. This policy is intended to affirm the Authority's commitment to fostering a safe environment within the transit system. It grants the General Manager & Chief Executive Officer the authority to enact or update procedures that define and address inappropriate or illegal behavior throughout the transit system.

Public perception of safety directly affects ridership and surveys over many years have consistently prioritized safety and security. This policy addresses passenger and employee safety and improves public safety confidence, which contributes to the fiscal health and overall viability of the transit system.

Mayor Koomar moved, and Ms. Elder seconded to advance the item to the Board of Trustees. The motion carried.

#### VI. Planned Service Adjustments

Joel Freilich, Director, Service Management, stated that the Revenue Stabilization Fund balance is declining and a significant cost reduction solution is needed. This process identified a large set of cost reduction measures including a 12% service reduction. Staff was dissatisfied with that solution because of the magnitude of the service reduction. Instead, a larger set of internal cost reduction measures were taken resulting in the revised package having a 3% service reduction.

Staff proposed 3% service reduction and presented it to the Committee of the Whole and in public hearings on April 13, 15 and 16. The public comment period remained open through April 27.

Mr. Freilich explained that staff will advise the General Manager, CEO by May 7 regarding the final service adjustments so preparations and communications may begin to ensure that riders understand what will change on August 16.

The public hearings had more than 100 participants over three meetings. The most common feedback was to add rather than reduce service and solve financial problems through a ballot initiative. Numerous comments were received regarding preserving the B-line trolley.

Concluding his report, Mr. Freilich advised that staff's recommendation to the General Manager & CEO will be to implement the proposals that save funds, to consider new funding options that could help change the direction to growing instead of shrinking, and following an operator's suggestion, modify the 19B to better serve Tri-C and Fargo.

Mr. Love inquired regarding the average daily ridership. Mr. Freilich stated that the trolley runs every 15 minutes, which is the same frequency as regular routes. The average ridership is fewer than five people per trip.

Mayor Koomar questioned how individuals with mobility needs would be affected. Mr. Freilich stated that the Authority would save \$423,000 per year by not running the B-line trolley and the network does not diminish in value significantly. Nearly everyone who boards the B-line trolley could utilize a parallel bus route. He further advised that staff could follow up with a memo to the Board on that.

Ms. Elder inquired what community partners are saying regarding what support could look like. CEO Terry explained that staff has been in conversations with local stakeholders in the downtown area. Ridership has decreased over time since COVID and there has not been a rally around paying for the trolley. GCRTA has borne the financial brunt for over a decade and are open to rerouting it if stakeholders would like to see it retained. CEO Terry further advised that charging a fare on the B-line trolley would not mitigate the cost.

Mr. Freilich stated that if the B-line ceases operation on August 16 the vehicles will remain in operation on other routes and the route can be restored if funding is obtained.

Ms. Pacetti thanked staff and public for attending the public hearings and engaging the matter respectfully. She encouraged continued dialogue.

#### VII. Adjournment

There being no further business to bring before the Committee, Mayor Koomar moved to adjourn the meeting and seconded by Mayor Gallo. The meeting was adjourned at 10:15 a.m.

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Rajan D. Gautam  
Secretary/Treasurer

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Brent Charnigo  
Board Administrator



## AGENDA

Organizational, Services & Performance Monitoring Committee

Tuesday, May 19, 2026

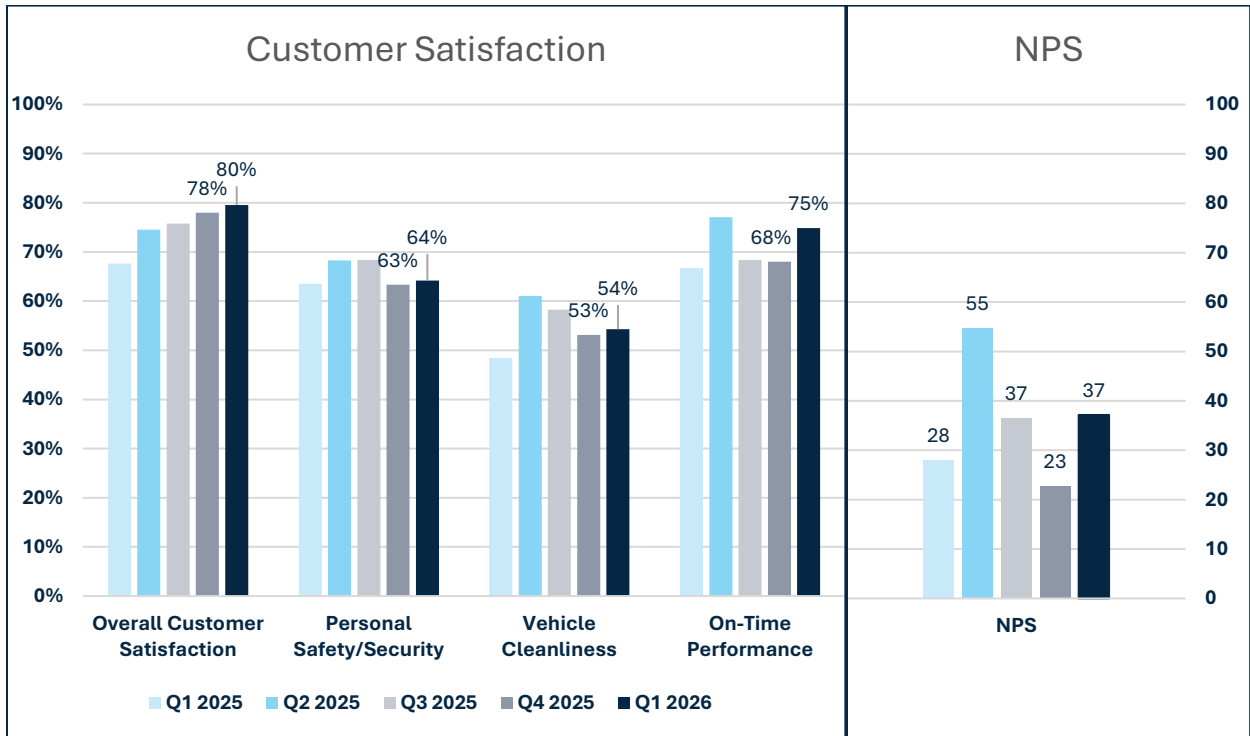
Committee Members: Ms. Emily Garr Pacetti, Chair  
Mayor Marie Gallo  
Ms. Deidre Y. McPherson  
Mr. Jeffrey W. Sleasman

- I. Roll Call
- II. Approval of Minutes – May 5, 2026
- III. TRACTION Results Reporting – Presentation of 1st Quarter 2026 scoreboards and customer experience surveys  
  
Presenters:
  - India L. Birdsong Terry, General Manager & CEO
  - Nick Biggar, Senior Director, CX & Performance Management
- IV. Quarterly Management Report – Review of 1st Quarter 2026 Results  
  
Presenters:
  - India L. Birdsong Terry, General Manager & CEO
- V. Adjourn

## GCRTA Customer and Community Survey Results – May 2026

### I. Overall GCRTA Customer Experience

The 17<sup>th</sup> wave of Customer Experience Surveys occurred in February and March 2026. Compared with the previous wave (Q4 2025), agency Net Promoter Score (NPS) increased 14 points to 37. Overall Satisfaction increased to 80%, continuing an upward trend since Q1 of 2025. The chart below shows the results from the five most recent waves of customer experience surveys for key indicators, weighted by mode ridership (Fixed Route, BRT, Rail, Paratransit). All indicators increased slightly when compared to the Q4 2025 results.



### II. Fixed Route Bus, BRT, Rail

Consistent with previous customer surveys, a methodology of a randomized intercept survey of approximately every fourth boarding customer across the three modes (Fixed Route, BRT, and Rail) was conducted. A total of 1,286 surveys were collected.

NPS for Fixed Route Bus, BRT, and Rail are 35, 54, and 33, respectively, all of which are up compared to Q4 2025. For overall satisfaction, the modes scored 79%, 81%, and 78%, respectively.

The most important factors to customers include on-time performance (all three modes), vehicle cleanliness (all three modes), and personal safety and security (all three modes). Additionally, reasonableness of fare price is one of the most important factors to fixed route bus customers.

Customers are most satisfied with the convenient location of bus/rail routes (all modes), service operating on the days and times that are needed (all three modes), understanding of routes and confidence navigating the system (BRT and Rail), and travel time (Fixed Route Bus).

Customers are least satisfied with vehicle cleanliness (all three modes) and personal safety and security (all three modes).

**III. Paratransit**

A random sample of 2,500 paratransit customers were mailed the survey and contacted by telephone. 401 complete surveys were returned.

Paratransit NPS remained steady at 67, maintaining a trend of consistent, strong performance. Overall customer satisfaction also remained steady at 89%.

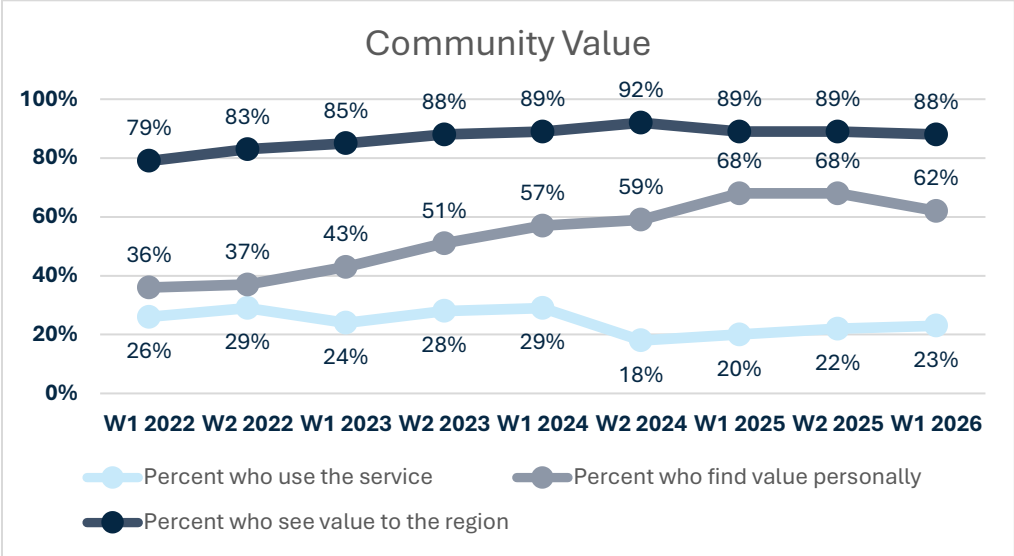
The most important factors to paratransit customers are safety while riding the vehicle, safety while boarding the vehicle, and paratransit operators driving safely.

Customers are most satisfied with safety while riding the vehicle, safety while boarding the vehicle, and paratransit operators driving safely. Paratransit customers are least satisfied with on-time performance, comfort of vehicles, and timeliness of complaint resolution.

**IV. Community Value Survey**

Wave 9 of Community Value Surveys yielded 615 surveys from Cuyahoga County residents. 23% of those surveyed currently ride RTA. Despite this, 88% of those surveyed believe that RTA brings value to the region, and 62% find value in GCRTA personally.

Survey respondents ranked employment impact as the most important role that GCRTA plays in the region, which includes access to employment, attracting and retaining more employment options, and attracting and retaining a qualified workforce. Additionally, the community ranked providing affordable transportation as a key GCRTA value proposition.





## Greater Cleveland Regional Transit Authority

### FY26 Q1 Quarterly Performance Review Executive Summary

#### Q1 Organizational Scorecard

GCRTA earned 82.9 points out of a possible 100 for FY26 Q1 (82.9%). The table below outlines the breakdown of point earnings by success outcome:

Success Outcome	Points Earned	Points Possible	% Earned
Customer Experience	33.9	35	96.9%
Community Impact	15.0	20	75.0%
Employee Investment	12.1	20	60.5%
Financial Health	21.9	25	87.6%
<i>Overall</i>	<i>82.9</i>	<i>100</i>	<i>82.9%</i>

#### Key Insights

- **Customer Experience:** GCRTA saw slight increases in all customer experience metrics when compared to Q4 2025
- **Community Impact:** Strong starts with CX Site Visit Closeout Compliance and Community Partnership Activities, new metrics for 2026. Customer perception of community value remains strong.
- **Employee Investment:** Achieved goal for Cultivate Internal Talent Pipeline but fell short in the remaining metrics
- **Financial Health:** Avoided any Q1 transfers from the revenue stabilization by reducing expenses by 4.2% and got off to a strong start with Competitive Grants, bringing in just over \$17 million.

#### Q1 Divisional Scorecards

Division	Points	Strength Area(s)	Growth Area(s)
Operations	85.0	<ul style="list-style-type: none"> <li>• Operations Division Labor Expense Reduction</li> <li>• On-Time Performance - Actual</li> </ul>	<ul style="list-style-type: none"> <li>• Safety Actual – Rate of On-the-Job Injuries</li> <li>• Non-Labor Expense Reduction</li> </ul>
Finance	59.3	<ul style="list-style-type: none"> <li>• Transfer from Revenue Stabilization Fund</li> <li>• Operating Expenses per Revenue Hour</li> </ul>	<ul style="list-style-type: none"> <li>• Division Expense Reduction</li> <li>• Competitive Grant Dollars Awarded vs. Applied</li> </ul>
Engineering & Project Management	63.5	<ul style="list-style-type: none"> <li>• Forced Account Reimbursement</li> <li>• Capital Program Project Schedule Adherence</li> </ul>	<ul style="list-style-type: none"> <li>• Wellness Incentive Participation</li> <li>• Gemba Participation</li> </ul>
Legal Affairs	49.1	<ul style="list-style-type: none"> <li>• Safety - Preventable Collision Rate Actual</li> <li>• Customer Perception of Safe Operation</li> </ul>	<ul style="list-style-type: none"> <li>• Safety Actual – Rate of On-the-Job Injuries</li> <li>• Customer Experience Activity Participation</li> </ul>
Human Resources	80.0	<ul style="list-style-type: none"> <li>• Healthcare Cost Containment</li> <li>• Workforce and Community Engagement</li> </ul>	<ul style="list-style-type: none"> <li>• Safety Actual – Rate of On-the-Job Injuries</li> <li>• Wellness Participation</li> </ul>
Administration & External Affairs	80.6	<ul style="list-style-type: none"> <li>• Division Expense Reduction</li> <li>• Customer Understanding - Available Routes and Transit Access Points</li> </ul>	<ul style="list-style-type: none"> <li>• Professional Development Training Hours (Non-Bargaining)</li> <li>• Wellness Incentive Participation;</li> </ul>

#### Review: 2026 Tactics

Wellness Awareness Strategy (1), Reduce Authority Operating Expenses (2), Railcar Replacement Program (3), Improve the ease and convenience of scheduling Paratransit Trips (4), Fare Capping/ABT Launch (5), Customer Complaint Resolution (6), Develop TOD Approach (7).



## MEETING MINUTES

Organizational, Services & Performance Monitoring Committee

May 5, 2026

- Committee Members:** Ms. Pacetti (Chair), Mayor Gallo, Mr. Sleasman
- Also Present:** Mayor Koomar, Ms. Elder, Mr. Love, Mayor Weiss, Ms. Whigham
- Staff/Other:** Dave Basso, Shawn Becker, Nick Biggar, India Birdsong Terry, Janet Burney, Louis Catalusci, Floun'say Caver, Brent Charnigo, Nick Davidson, Shashelia Degraffinried, Dan Dietrich, Drew Dimmick, Traci Ext, George Fields, Mary Flannery, Bob Fleig, Joel Freilich, Catherine Galla, Lawrence Jupina, Dan Kerg, Carl Kirkland, Andrew Korman, Jonathan Laule, Jeffrey Macko, Glenville Manning, Matt Marotta, Jennifer Martin, Kathleen McGervey, Sheila Miller, Josh Miranda, Charles Morgan, Allen Polly, Mike Schipper, Spencer Smith, Kay Sutula, Wendy Talley, John Togher, Eric Vukmanic, Carolyn Young
- Public:** 7

### I. Roll Call

Ms. Pacetti called the meeting to order at 10:16 a.m. with roll call. A quorum was present.

### II. Approval of Minutes – March 3, 2026

Mayor Gallo moved, and Mr. Sleasman seconded to approve the minutes; the motion carried.

### III. Elevator & Escalator Maintenance & Repair – a presentation of a competitive negotiated procurement for the maintenance and repair of the Authority's vertical transportation equipment for a period of three years with two, one-year options.

Dave Basso, Director, Central Facilities, stated that RTA currently has 33 elevators, 12 escalators and three platform lifts. equipment is located in 24 different locations and maintained for public use through a monthly preventive maintenance and all equipment per manufacturer specifications will have two dedicated route mechanics.

Equipment is heavily used in adverse conditions, and this contract will ensure meeting ADA compliance at bus and rail stations and minimizes downtime. The contract includes one-hour response times; failure to respond allows RTA to bill the vendor for outside repairs.

Jenn Martin, Program Contract Manager, stated that three firms submitted a proposal. Staff requests that the Committee recommend a contract for elevator and escalator maintenance and repair services to TK Elevator in an amount not to exceed \$3,120,000 for the three-year base period, with two, one-year options not to exceed \$1,100,000 and \$1,120,000 respectively, for a total contract amount not to exceed \$5,340,000.

Mayor Kooamr inquired regarding elevators or escalators that were out of service. Dr. Caver stated that a few escalators at Triskett and West Park are out of service. Staff will make sure to have an updated evaluation of all escalators and elevators.

Mr. Sleasman moved and Mayor Gallo seconded to advance the item to the Board of Trustees; the motion carried.

IV. Paratransit Cutaway Vehicles (26) – a presentation of a competitive procurement off of the State of Ohio Cooperative Purchasing Program for twenty-six (26) replacement Paratransit coaches.

Dan Kerg, Fleet Planning & Engineering, stated that GCRT operates 82 paratransit demand response vehicles servicing Cuyahoga County. Approximately ten (10) replacements per year are required to provide reliable service. This procurement includes replacements and expansion to ninety (90) buses.

Glenville Manning, Contract Administrator II, stated that staff requests that Committee recommend to the Board to award a contract to American Bus & Accessories, Inc. for twenty-six (26) paratransit coaches at a unit price of \$153,453.50, resulting in a total contract amount not to exceed \$3,989,791.

Ms. Pacetti moved and Mr. Sleasman seconded to advance the item to the Board of Trustees; the motion carried.

V. EZFare Renewal – a presentation of a renewal of services to continue providing a comprehensive mobile fare collection solution.

Josh Miranda, Director of Management Information Services, explained the EZFare and transit apps appear to be a double service, but one allows scheduling trips and things beyond purchasing tickets. EZFare is purely tickets. Performance is monitored via a NEORIDE subcommittee and direct vendor engagement. Account-based ticketing will launch on June 1.

Drew Dimmick, Contract Administrator II, stated that staff requests that the Committee recommend to award a contract to Masabi, LLC to provide EZFare mobile ticketing solution services in a total contract amount not to exceed \$3,342,740 for a two-year and 10-month Term.

Ms. Walker Minor stated that a caricature named Smartie Artie will be featured in a campaign that clarifies the difference between the two apps and explains the community benefit of the account-based ticketing for the equity component.

Ms. Pacetti moved and Mayor Gallo seconded to advance the item to the Board of Trustees; the motion carried.

VI. Ticket Vending Machines – a presentation of a competitive negotiated procurement for new Ticket Vending Machines.

Jonathan Ciesla, Project Resource Manager, stated that GCRTA has one hundred thirty (130) ticket vending machines throughout the system. As digital means are more utilized the purchase and use of physical fare media at the current ticket vending machine locations has decreased.

This procurement includes the purchase of seventy-five (75), of which sixty-four (64) will be deployed with eleven (11) for testing and spares. The current machines have been utilized for 17 years. They cannot dispense new fare media such as smart cards and have reached the end of their useful life.

Account-based ticketing enables fare capping, and smart cards will launch on June 1. Previously, the public was only able to purchase smart cards online and Tower City customer service. Customers will

be able to add funds with cash or card with the new machines. All machines will be deployed by Spring 2028.

Drew Dimmick, Contract Administrator II, stated that staff requests that the Committee recommend to the Board to award a contract to Sigma USA Corp. to provide ticket vending machines for a total contract amount not to exceed \$6,589,767.

Mr. Sleasman was pleased to replace the current ticket vending machines and noted that GCRTA is the vendor's first client in the United States. He inquired what would happen if the vendor ceased operations in the country. Mr. Ciesla explained that many of the components are swappable or could be obtained through other means. The life of the new machines should be a minimum of 12 years.

Ms. Pacetti moved and Mayor Gallo seconded to advance the item to the Board of Trustees; the motion carried.

VII. Swiftly Transit Data System – a presentation of a non-competitive negotiated procurement for a new transit data system, for a period up to five years

Nick Biggar, Sr. Director, Customer Experience, stated that Swiftly is a cloud-based transit data system that has the ability to integrate with existing infrastructure. They are widely regarded as an industry leader in offering technical solutions to improve customer experience. Since August 2025, the Customer Experience Department has engaged to consider partnership with Swiftly which included a free trial pilot period.

On-time performance is consistently cited as the most important factor for GCRTA's fixed route customers. The main hypotheses staff wanted to validate through the pilot were to make sure the improved data ecosystem would improve the rider experience, it was easy to use and verify that the Swiftly data system was able to communicate real-time data.

Mr. Biggar explained that the pilot program showed a 34% improvement in total prediction accuracy and a 75% reduction in missed bus predictions, which improves customer experience. No action is required by customers. This leads to better customer experience and better perception of on-time performance.

Partnering with Swiftly would mean more accurate and consistent vehicle prediction data leading to improved customer journeys from trip planning to waiting for vehicles to anticipating arrival times at destinations.

Drew Dimmick, Contract Administrator II, stated that staff requests that the Committee recommend awarding a contract to Swiftly, Inc. to provide a transit data system in an amount not to exceed \$1,330,259.66 for the base three-year period with. A1 year option and an amount not to exceed \$469,821.71 and an 81-day option in an amount not to exceed \$109,474.89. For a total contract price not to exceed \$1,909,556.26.

Mr. Sleasman stated that he was very appreciative of this, and it will mean a lot to customers. He questioned whether the prediction analytics would make it more feasible to speed up scheduling without risking on-time performance. Mr. Freilich stated that the customer experience will improve but he cannot promise improvement in terms of scheduling.

Ms. Pacetti moved and Mr. Sleasman seconded to advance the item to the Board of Trustees; the motion carried.

VIII. Adjournment

There being no further business to bring before this Committee, Ms. Pacetti moved to adjourn the meeting and seconded by Mr. Sleasman. The meeting was adjourned at 11:11 a.m.

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Rajan D. Gautam  
Secretary/Treasurer

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Brent Charnigo  
Board Administrator



## AGENDA

GCRTA Board of Trustees Meeting

Tuesday, May 19, 2026

9:00 a.m.

- I. Call to Order
- II. Roll Call
- III. Certification Regarding Notice of Meeting
- IV. Approval of Minutes – April 21, 2026, Meeting
- V. Public Comment (2 minutes) on Agenda and Non-Agenda items:  
  
*Please state your name and city of residence*
  - a. In-Person
  - b. Phone: 440-276-4600
  - c. Webform (1-comment limit); comments will be forwarded to Board and staff
- VI. Board Governance Committee Report
  - Mayor Paul Koomar, President
- VII. Operational Planning & Infrastructure Committee Report
  - Chair: Mr. Jeffrey Sleasman
- VIII. Organizational, Services & Performance Monitoring Committee Report
  - Chair: Ms. Emily Pacetti
- IX. Audit, Safety Compliance and Real Estate Committee Report
  - Chair: Mayor David E. Weiss
- X. External & Stakeholder Relations & Advocacy Committee Report
  - Chair: Ms. Deidre McPherson
- XI. Committee of the Whole
  - Chair: Mayor Paul Koomar
- XII. Civilian Oversight Committee (COC)
  - Board Liaison: Mayor Marie Gallo
- XIII. Community Advisory Committee (CAC)
  - Board Liaison: Ms. Anastasia Elder
- XIV. Compensation Committee
  - Chair: Mayor David Weiss

XV. Ad-Hoc Nominating Committee

- Chair: Mr. Stephen M. Love

XVI. Introduction of New Employees and Announcement of Promotions - Ida Marshall,  
Senior Manager of Talent Acquisition

XVII. Introduction of Resolutions:

- A. 2026-26 – APPROPRIATING THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY’S EXPENDITURES OR OUTLAYS FOR THE FISCAL YEAR (“FY”) 2027 CAPITAL IMPROVEMENT BUDGET
- B. 2026-27 -- RESOLUTION AUTHORIZING THE ISSUANCE AND SALE OF SALES TAX SUPPORTED BONDS FOR THE PURPOSE OF (I) PAYING A PORTION OF THE COSTS OF CAPITAL IMPROVEMENTS TO THE AUTHORITY’S TRANSPORTATION SYSTEM, IN THE APPROXIMATE PRINCIPAL AMOUNT OF \$35,000,000; (II) AUTHORIZING A SIXTH AMENDMENT TO THE TRUST AGREEMENT WITH ARGENT INSTITUTIONAL TRUST COMPANY, AS SUCCESSOR TRUSTEE TO THE HUNTINGTON NATIONAL BANK; (III) AUTHORIZING A PLEDGE OF AND LIEN ON THE SALES TAX REVENUES TO SECURE THE AUTHORITY’S INDEBTEDNESS; AND (IV) OTHER MATTERS RELATED TO SUCH SALE OF SALES TAX SUPPORTED BONDS.
- C. 2026-28 -- AMENDING CHAPTER 460 OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
- D. 2026-29 – ADOPTING CHAPTER 852 PROTECTION OF TRANSIT SYSTEM ASSETS, EMPLOYEES, AND PASSENGERS OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
- E. 2026-30 – AUTHORIZING CONTRACT NO. 2026-056 WITH AMERICAN BUS & ACCESSORIES, INC. FOR THE PURCHASE OF TWENTY-SIX (26) PARATRANSIT VEHICLES, AS SPECIFIED, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$3,989,791 (RTA DEVELOPMENT FUND, FLEET MANAGEMENT DEPARTMENT BUDGET)
- F. 2026-31 – AUTHORIZING CONTRACT NO. 2026-035 WITH UKG KRONOS SYSTEMS, LLC TO PROVIDE ANNUAL SaaS SUBSCRIPTION AND SUPPORT SERVICES FOR A THREE-YEAR PERIOD IN AN AMOUNT NOT TO EXCEED \$497,822.02, BASED ON AN AMOUNT NOT TO EXCEED \$161,060.54 FOR YEAR ONE, \$165,892.35 FOR YEAR TWO, AND \$170,869.13 FOR YEAR THREE (GENERAL FUND, MANAGEMENT INFORMATION SERVICES DEPARTMENT BUDGET)
- G. 2026-32 – AUTHORIZING CONTRACT NO. 2026-063 WITH MASABI LLC TO PROVIDE EZFARE MOBILE TICKETING SERVICES IN A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$3,342,740 FOR A PERIOD OF TWO YEARS AND TEN MONTHS (GENERAL FUND, MANAGEMENT INFORMATION SERVICES DEPARTMENT BUDGET)

- H. 2026-33 – AUTHORIZING CONTRACT NO. 2025-135 WITH SIGMA USA CORP TO PROVIDE TICKET VENDING MACHINES IN AN AMOUNT NOT TO EXCEED \$5,910,422 FOR THE BASE CONTRACT, AND AN OPTION FOR OPERATIONAL AND MAINTENANCE SERVICES IN AN AMOUNT NOT TO EXCEED \$549,345, AND AN OPTION FOR FARE MEDIA IN AN AMOUNT NOT TO EXCEED \$130,000, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$6,589,767 ( RTA DEVELOPMENT FUND, MANAGEMENT INFORMATION SERVICES DEPARTMENT BUDGET)
- I. 2026-34 – AUTHORIZING CONTRACT NO. 2026-003 WITH SWIFTLY, INC. TO PURCHASE THE SWIFTLY TRANSIT DATA PLATFORM IN A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$1,330,259.66 FOR A PERIOD OF THREE YEARS, WITH A ONE-YEAR OPTION IN AN AMOUNT NOT TO EXCEED \$469,821.71, AND AN 81-DAY OPTION IN AN AMOUNT NOT TO EXCEED \$109,474.89, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$1,909,556.26 (RTA DEVELOPMENT FUND, MANAGEMENT INFORMATION SERVICES DEPARTMENT BUDGET)
- J. 2026-35 – AUTHORIZING CONTRACT NO. 2026-006 WITH TK ELEVATOR CORPORATION TO PROVIDE ELEVATOR AND ESCALATOR MAINTENANCE AND REPAIR SERVICES IN AN AMOUNT NOT TO EXCEED \$3,120,000 FOR A THREE-YEAR BASE PERIOD, WITH TWO, ONE-YEAR OPTIONS IN AMOUNTS NOT TO EXCEED \$1,100,000 AND \$1,120,000, RESPECTIVELY, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$5,340,000 FOR A PERIOD OF FIVE YEARS (GENERAL FUND, CENTRAL FACILITIES MAINTENANCE DEPARTMENT BUDGET)
- K. 2026-36 – AUTHORIZING CONTRACT NO. 2026-010 WITH RAILWORKS TRACK SERVICES, LLC FOR PROJECT 52Z – RECONSTRUCTION OF THE WATERFRONT TRANSIT LINE - OVERLOOK IN AN AMOUNT NOT TO EXCEED \$1,192,000 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)
- L. 2026-37 – AUTHORIZING CONTRACT NO. 2026-020 WITH NORTHEAST OHIO TRENCHING SERVICE, INC. FOR PROJECT 19.79 – SHAKER SQUARE SUBSTATION S4 BUILDING REPAIRS IN AN AMOUNT NOT TO EXCEED \$715,000 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)
- M. 2026-38 – AUTHORIZING CONTRACT NO. 2026-022 WITH EDGAR TRENT CONSTRUCTION COMPANY, LLC FOR TRUNK LINE FIBER OPTIC NETWORK CONSTRUCTION IN AN AMOUNT NOT TO EXCEED \$848,605.00 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

- XVIII. Secretary-Treasurer's Report – Rajan Gautam, Deputy General Manager, Finance
- a. General Fund Revenue – April 2026 compared to April 2025
  - b. General Fund Revenue – period ending April 2026 compared to budget
  - c. Sales & Tax Receipts Report budgeted during 2026, actual receipts through April 30, 2026
  - d. Inventory of Treasury Investments as of April 30, 2026
  - e. Debt Service Schedule and Status of Bond Retirement Fund (cash basis) as of April 30, 2026
  - f. Summary of Investment Performance, Year to Date through April 30, 2026

- g. Report on Investment Earnings (cash basis) as of April 30, 2026
  - h. Composition of Investment Portfolio as of April 30, 2026
  - i. Banking and Financial Relationships as of April 30, 2026
  
- XIX. General Manager's Report – India L. Birdsong Terry, General Manager, Chief Executive Officer
  
- XX. President's Report
  
- XXI. Old Business
  
- XXII. New Business
  
- XXIII. The next regular Board meeting is scheduled for **June 16, 2026**, in the Board Room of the Authority, Root-McBride Building, 1240 West Sixth Street, Cleveland, Ohio 44113. This meeting will be live-streamed on GCRTA's Board page ([www.RideRTA.com/board](http://www.RideRTA.com/board)) by clicking the meeting date. The public is welcome to attend in person.
  
- XXIV. Adjournment



## MEETING MINUTES

GCRTA Board of Trustees Meeting

April 21, 2026

**Board Members:** Mayor Koomar (President), Ms. Pacetti (Vice President) Ms. Elder, Mr. Love, Ms. McPherson, Mr. Sleasman, Mayor Weiss, Ms. Smith Whigham

**Not Present:** Mayor Gallo

**Staff/Other:** Jack Barnett, Jr., Shawn Becker, India Birdsong Terry, Nick Biggar, Casey Blaze, Janet Burney, Floun'say Caver, Brent Charnigo, William Cogar, Nick Davidson, Shashelia Degraffinried, Traci Ext, Scott Ferraro, George Fields, Michael Gettings, Bob Fleig, Joel Freilich, Anthony Garofoli, Rajan Gautam, Fiona Gibbons, Orlando Hudson, Sharon Jenkins, Eric Johnson, Chief Deirdre Jones, Lawrence Jupina, Carl Kirkland, Ida Marshall, Sheila Miller, Joshua Miranda, Bryan Moore, Charles Morgan, Holly Mothes, Mike Schipper, Heather Schnear, Kay Sutula, Wendy Talley, John Togher, Natoya Walker-Minor, Carolyn Young

**Public:** 12

### I. Call to Order

Mayor Koomar called the meeting to order at 9:09 a.m.

### II. Roll Call

A quorum was present.

### III. Certification regarding Notice of Meeting

It was advised that the notice of this meeting had been posted more than twenty-four hours in advance of the meeting, that the usual notification had been given to the news media and other interested persons, and that all requirements of the Ohio Revised Code and Rules and Bylaws of this Board regarding notice of meeting had been complied with.

### IV. Approval of Meeting Minutes

Mr. Sleasman moved, and Ms. McPherson seconded to approve the minutes of the March 24, 2026, Annual Meeting. The motion was approved with one abstention by Ms. Pacetti.

Mr. Sleasman moved, and Mr. Love seconded to approve the minutes of the March 24, 2026, Board Meeting. The motion was approved with one abstention by Ms. Pacetti.

### V. Public Comments – Agenda and Non-Agenda Items

Members of the public addressed the Board regarding both agenda and non-agenda items. Public comments submitted through the webform will appear in their original form and have not

been edited for grammar or content. GCRTA reserves the right not to publish any explicit language, derogatory remarks, or personal attacks against individuals.

1. Kevin Hinkle (in-person)

Kevin Hinkle stated that he was a long-time Cleveland resident and transit user and emphasized the importance of public mass transit for underserved communities and urged elected officials to experience local transit firsthand.

2. David Henry (in-person)

Mr. Henry advocated for continued protection of both employees and customers and requested the retention of the trolley service.

3. Carren Woods (in-person)

Ms. Woods thanked staff for their service.

4. Alex Johnson (webform)

As a frequent transit user here in Cleveland, I'm disappointed to learn about the service cuts which you are administering. These cuts will alter the quality of life of many residents and ultimately provide a temporary fix to your chronic problem. I encourage you to seek alternate sources of funding, just as so many other transit agencies have. We are counting on you.

5. David Awkar (webform)

I am writing to speak against the proposed service reductions. The RTA is a fantastic service that connects the county to downtown and enables many people (including myself) to commute to work, school, and navigate around Cleveland. If we want to build a strong urban community, it is vital to have secure public transportation. The RTA's funding from the county was last set in the 70s and has not increased since. State and federal funding is not sustainable nor reliable. The best long-term solution is not service cuts, but to propose a levy on the county level which will secure funding for the RTA for decades to come.

The best way to make this pass is to be transparent to the voters. Create a thorough plan on how the money will be spent and publicize it. Be open to questions, comments, and criticisms. Show how funding the RTA will help more people than just people who use public transit. Many other transit agencies include community and infrastructure funds in levies like this to incentivize more voters to support it. This can be used as an opportunity for the residents of Cuyahoga to create a better downtown as a whole.

6. Airric Stewart (webform)

RTA has a responsibility to the socioeconomic well-being of the public through the implementation of public transit. What are the names of the decisionmakers who are responsible for reading the inquiries and suggestions for April 13, 15, and 16 on service reduction from the public? The suggestions on the 50 and number 15 route adjustments that were suggested by me should be given some detailed response by leadership as to why they will be accepted or not accepted. A detailed response from decisionmakers and leadership should also be given on the number 48A and adjusted 15A reimplementation suggestions by me. Why has the phone service been reduced during the Board of Trustees meetings? What is

the cost to maintain it currently and prior to 2024? Why do your customer service people not have correct information as to where bus stop locations are? This most recently has been a problem with Dana and Jacyntha (or Janitha). I'm not sure about the second person's name spelling. India Terry has received three pay raises between 2019 and 2025. Was the budget problem known before her last raise? The policy of misleading the public needs to end immediately at this taxpayer-funded agency. Thorough studies should be made available to the public that give the actual numbers that your percentage conclusions are based on. Respect the accurate assessment of the facts. Deceive, deny, divert, delay, should not be a policy.

VI. Board Governance Committee Report

No committee report

VII. Operational Planning & Infrastructure Committee Report

No committee report

VIII. Organizational, Services & Performance Monitoring Committee Report

No committee report.

IX. Audit, Safety Compliance and Real Estate Committee Report

No committee report.

X. External and Stakeholder Relations and Advocacy Committee Report

No committee report

XI. Committee of the Whole

No committee report.

XII. Civilian Oversight Committee (COC) Report

No committee report.

XIII. Community Advisory Committee (CAC)

Ms. Elder stated that the next full CAC meeting is scheduled for July 10 and an ADA Subcommittee Meeting will be held on April 24.

XIV. Compensation Committee

Mayor Weiss stated that the Compensation Committee has completed the review of the 2025 performance evaluation from Anthony Garofoli, Executive Director of Internal Audit. The Committee received and reviewed detailed performance evaluations, scoring and a summary was submitted by all Board trustees.

Consistent with the annual evaluation process, the Committee reviewed both internal and external salary market data for Mr. Garofoli's position in accordance with the management directives issued by the Greater Cleveland Regional Transit Authority on November 14, 2025,

regarding 2026 budget constraints, no merit compensation pool has been allocated for non-bargaining employees in 2026, based on 2025 performance. Accordingly, the Committee recommends that Mr. Garofoli not receive a salary increase for 2026.

This recommendation is consistent with GCRTA's 2026 budget constraints. The Committee emphasized that this recommendation is based solely on current financial limitations and is not reflective of Mr. Garofoli's performance. The Committee recognizes and appreciates Mr. Garofoli's significant contributions in 2025 and will provide that feedback to him directly.

XV. Ad-Hoc Nominating Committee

No committee report.

Following the committee reports, Ms. Janet Burney, Deputy General Manager, Legal, advised that the City of Cleveland reappointed Ms. Anastasia Elder and Mr. Jeffrey Sleasman to three-year terms ending in March 2029 and were sworn-in this morning.

CEO Terry stated that the City of Cleveland has also appointed Emily Harper to a vacant term that ends in March 2028. The on-boarding process for Ms. Harper will begin in May.

XVI. Introduction of New Employees/Promotions

Ms. Ida Marshall, Senior Manager of Talent Acquisition, provided an update on new hires and promotions, emphasizing the essential nature of these additions, particularly in operations.

XVII. Introduction of Resolutions

A. 2026-22 – A RESOLUTION EXPRESSING CONGRATULATIONS TO THE EMPLOYEES OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY WHO RETIRED DURING THE FIRST QUARTER OF 2026

Ms. Pacetti moved to adopt the resolution; seconded by Mayor Weiss. The motion was approved unanimously.

B. 2026-23 – APPROVING REVISED LIST OF POSITIONS DESIGNATED TO USE PURCHASING CARDS

Ms. Pacetti moved to adopt the resolution; seconded by Mayor Weiss. The motion was approved unanimously.

C. 2026-24 – AUTHORIZING CONTRACT NO. 2025-164 WITH ADMJ HOLDINGS LLC, DBA ADVANCE DOOR CO., FOR OVERHEAD DOOR REPAIR SERVICES, AS SPECIFIED AND AS REQUIRED, FOR A THREE-YEAR BASE PERIOD NOT TO EXCEED \$330,000, WITH TWO, ONE-YEAR OPTIONS NOT TO EXCEED \$110,000 EACH, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$550,000 (GENERAL FUND, CENTRAL FACILITIES MAINTENANCE DEPARTMENT BUDGET)

Mr. Sleasman moved to adopt the resolution; seconded by Ms. Whigham. The motion was approved unanimously.

D. 2026-25 – AUTHORIZING CONTRACT NO. 2026-004 WITH STANDARD CONTRACTING & ENGINEERING, INC. FOR HAYDEN GARAGE LIFT REPLACEMENT PHASE 3 – MOBILE WIRELESS COLUMN LIFTS IN AN AMOUNT NOT TO EXCEED \$799,689.00 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

Mayor Koomar moved to adopt the resolution; seconded by Mr. Love. The motion was approved unanimously.

XVIII. Secretary-Treasurer's Report

Mr. Rajan Gautam, Deputy General Manager of Finance and Secretary-Treasurer, presented the Secretary-Treasurer's report. He advised that March 2026 ridership was 2 million — a 4.2% decrease from the previous year and 2.2 million or 28% below pre-COVID levels.

Passenger fare revenue was also down by 13.1%, which was attributed to changes in Cleveland Municipal School District payment schedules. Mr. Gautam explained that staff and CMSD agreed to a 90% lump sum payment in the fall 2025. During the previous year, they were making monthly payments. The payments will match as the school year concludes.

Consumer sentiment month over month decreased 8.8% and year over year showed a 10.7% decline.

Total long-term debt at the end of December was \$13.9 million, with investments yielding 3.6% and total cash and investments at \$343.6 million. The General Fund meets the one-month operating reserve requirement. Economic conditions, including inflation and consumer sentiment, were reviewed, noting declines due to global events. Mr. Gautam explained timing differences in fare and ridership reporting, and confirmed sales tax assumptions for the 2026 budget included a 2% increase over 2025.

Sales and use tax receipts were 2.5% lower compared to the same month last year but remains 5.1% higher year to date. Total long-term debt outstanding at the end of December was \$13.9 million. The average yield of investments was 3.6% with total cash and investments of \$334.6 million, of which \$28.7 million is in the General Fund and meets the one-month operating reserve.

Ms. Pacetti inquired regarding the relationship between ridership and passenger fares. Mr. Gautam stated that there is a relationship between the two, but timing differences is largely the reason for variances.

XIX. General Manager, CEO Report

Ms. India L. Birdsong Terry, General Manager and CEO, began the report by stating that on March 6, the Mastery School of Hawkin visited GCRTA Main Office Building, presenting mock redesign proposals for Blue Line stations as part of an engineering project to understand concepts regarding ADA compliance and preparing infrastructure for the next generation of transit professionals.

CEI Terry served on a panel to with the topic being personal experiences of first-time women CEOs and the ups and downs of balancing life with public transit careers.

The annual Elevating Women Together (EWT) conference was held recently and promoted advancement and development of women at GCRTA.

GCRTA received a \$125,000 grant from NOACA for the Transportation for Livable Communities Initiative, which will support studies of transit patterns and travel origins.

A two-day retreat was held at Corporate College East for top managers which focused on goal setting, engagement and emotional intelligence, which concluded with team-building activities.

CEO Terry and management met with legislative advocacy teams based in Columbus and Washington, D.C. to address transit funding strategies and policy priorities.

On April 17, CEO Terry attended Elevate: Lifting Stories of Hope Gala with the City Mission, which supports transportation for individuals transitioning from homelessness or unemployment. Ms. Pacetti was also in attendance.

CEO Terry attended the American Public Transportation Association (APTA) legislative conference, noting proposed federal budget reductions for transit and providing updates on railcar projects, which remain on schedule and budget.

Public hearings regarding proposed service reductions were held on April 13, 15 and 16, with significant community engagement and media coverage.

Moving to the subject of new railcars, Bryan Moore, Program Manager, advised that the \$450 million budget has not changed. However, due to a manufacturing issue that will be resolved at the factory, the first three vehicles will be delayed to early fall 2026 and the conditional acceptance of the twenty-sixth vehicle is now expected in early fall 2027. There will be no impact to the Red Line schedule.

Dr. Caver addressed the question of whether 54 new railcars is enough to operate the system. He explained that in 2018 GCRTA had about 75 cars. The original program was to replace 75 cars with 60 cars which would have allowed a spare ratio that ensured that the community would never have to buy a new car. This program was envisioned as a one-time generational purchase of vehicles. The original cost was \$240 million and for various factors has grown to approximately \$450 million. Staff does not plan to come back to the Board to ask for any additional money.

Dr. Caver provided a detailed report regarding the operational needs of GCRTA on a typical weekday and days with large events, such as Cleveland Browns games. He noted that on a typical weekday, there are no capacity constraints, and during a Cleveland Browns game day, a total of 38 railcars are needed, which would leave 16 railcars in reserve. When the Cleveland Browns move to Brook Park, a beneficial change for GCRTA is that it will be easier operationally because it is on a linear line already on a train.

Dr. Caver explained that theoretically doubling the frequency of service on a regular weekday would require 34 cars, leaving 20 in reserve. However, there is no demand for that frequency in the near term. Sending every train from Shaker Heights to the airport would require a total of 26 railcars, leaving 28 spares.

Concluding his presentation, Dr. Caver stated that he was confident that 54 railcars would adequately service the community, allow for future growth, develop new routes and effectively service major events.

Ms. Elder questioned how many railcars staff anticipates having as spares. Dr. Caver advised that on the busiest date there would be 16 extra railcars, which is adequate. Casey Blaze,

Deputy Project Manager for the railcar replacement, explained that normal procedures include four cars being inspected every thirty days and washed every nineteen days.

Ms. Elder inquired whether there was a communication plan regarding the number of railcars to the public. CEO Terry explained that the funding for the railcar replacement program was not railcar-number specific. While adjusting to the financial and political environment, this program will replace the railcar fleet, and 54 railcars is operationally sufficient while staying within budget. Staff will be sure to have talking points ready for the public and Board.

Ms. Walker-Minor stated that the new railcars have room for expansion, which means operationally they will send trains to more places with fewer stops. There will be growth irrespective of the number of railcars.

CEO Terry stated that staff would like to provide service for the next three to four generations for Cleveland. However, it is prudent to take a conservative approach and balance that with the ability to continue bus and paratransit service.

Mayor Koomar inquired on average how many railcars are in for maintenance. Mr. Blaze stated that four cars are inspected each day. Dr. Caver further explained that the rail system has a more stringent maintenance procedure. The railcars coming in for inspection are operational and maintenance schedules may be adjusted if there is an event that will increase capacity.

Ms. Pacetti referenced previous Board Meeting discussions in 2025 regarding a recommended excess spare ratio and questioned whether GCRTA would be able to meet state or federal guidance regarding the excess spare ratio in the future with 54 railcars. Previous discussion regarding purchasing 60 cars referenced aligning with a spare ratio.

Staff clarified that according to FTA guidelines there is no recommended spare ratio for rail; it is customized for each agency based upon their operations. However, there is a recommended spare ratio regarding buses. CEO Terry emphasized the importance of balancing operational needs with financial constraints, ensuring the agency can continue to serve the community effectively while preparing for future expansion and maintaining compliance with federal guidelines.

Concluding the report, CEO Terry highlighting the Cleveland Student Technical Enrichment Program (STEP), which aims to inspire future transit professionals through STEM activities. This is an initiative in grades six through nine led by the City of Cleveland Water Department as well as the Northeast Ohio Regional Sewer District.

XX. President's Report

No items.

XXI. Old Business

No items.

XXII. New Business

No items.

XXIII. Executive Session

Mayor Koomar moved and Ms. Pacetti seconded to go into Executive Session to enable the Board to conference with GCRTA attorneys for information-gathering, fact-finding, and to receive legal advice and to review the negotiations or bargaining sessions with public employees concerning their compensation or other terms and conditions of their employment. The motion carried unanimously.

The Board was in Executive Session from 10:54 a.m. to 12:17 p.m.

Mr. Sleasman moved and Mr. Love seconded to resume the meeting. The motion carried unanimously.

XXIV. Upcoming Meetings

The next regular Board meeting is scheduled for Tuesday, May 19, 2026.

XXV. Adjournment

There being no further business, a motion to adjourn the meeting was made by Mayor Weiss and seconded by Ms. Whigham; the motion was approved by unanimous vote. The meeting was adjourned at 12:18 p.m.

Attest: \_\_\_\_\_  
Secretary-Treasurer

\_\_\_\_\_  
President



To: Mayor Paul A. Koomar, President  
and Members, Board of Trustees

From: *Ady FOR:* India L. Birdsong Terry  
General Manager, Chief Executive Officer

Date: May 15, 2026

Subject: May Resolutions – Information Regarding Committee Presentations

At the May 19, 2026 meeting of the Board of Trustees, the Authority will seek approval of the thirteen (13) resolutions listed below. For at least the past five (5) years, our practice has generally been to prepare a committee presentation when the total dollar request exceeds \$500,000.00 or if the resolution could be a matter of significance to the Board of Trustees.

This month, staff presented twelve (12) of the thirteen (13) resolutions that are scheduled for approval. The one (1) resolution which was not presented before Committee is for a recurring renewal of the Authority’s Kronos timekeeping software. A summary is listed below:

Title	Amount	Presentation
AMENDING CHAPTER 460 OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY	NA	Y
ADOPTING CHAPTER 852 PROTECTION OF TRANSIT SYSTEM ASSETS, EMPLOYEES, AND PASSENGERS OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY	NA	Y
ISSUANCE OF SALES TAX SUPPORTED BONDS TO SUPPORT THE AUTHORITY’S CAPITAL IMPROVEMENT PROGRAM	\$35,000,000 (debt issuance)	Y
PURCHASE OF TWENTY-SIX (26) PARATRANSIT VEHICLES	\$3,989,791	Y
ANNUAL KRONOS SaaS SUBSCRIPTION AND SUPPORT SERVICES FOR A THREE-YEAR PERIOD	\$497,822	N
EZFARE MOBILE TICKET SERVICES	\$3,342,740	Y
TICKET VENDING MACHINES	\$6,589,767	Y
SWIFTLY TRANSIT DATA PLATFORM	\$1,909,556	Y
ELEVATOR AND ESCALATOR MAINTENANCE AND REPAIR SERVICES	\$5,340,000	Y
PROJECT 52Z – RECONSTRUCTION OF THE WATERFRONT TRANSIT LINE - OVERLOOK	\$1,192,000	Y
SHAKER SQUARE SUBSTATION S4 BUILDING REPAIRS	\$715.00	Y
TRUNK LINE FIBER OPTIC NETWORK CONSTRUCTION	\$848,605	Y
APPROPRIATING THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY’S EXPENDITURES OR OUTLAYS FOR THE FISCAL YEAR (“FY”) 2027 CAPITAL IMPROVEMENT BUDGET	NA	Y

Please call me if you have any questions or require additional information prior to Tuesday’s meeting.

IBT/SB



Greater Cleveland Regional Transit Authority  
**STAFF SUMMARY AND COMMENTS**

TITLE/DESCRIPTION:  APPROPRIATING THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY'S EXPENDITURES OR OUTLAYS FOR THE FISCAL YEAR ("FY") 2027 CAPITAL IMPROVEMENT BUDGET	Resolution No.: 2026-26
	Date: May 14, 2026
	Initiator: Office of Management & Budget
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will authorize appropriations for Fiscal Year 2027 ("FY 2027") for the Greater Cleveland Regional Transit Authority's ("Authority") Capital Improvement Budget covering locally funded and grant-funded projects.
  
- 2.0 **DESCRIPTION/JUSTIFICATION:** FY 2027 begins January 1, 2027 and ends December 31, 2027. There is a six-month process to incorporate new or revised grant funded capital projects into the Northeast Ohio Area-wide Coordinating Agency's ("NOACA") Transportation Improvement Plan ("TIP") and Ohio's State Transportation Improvement Plan ("STIP") prior to their inclusion in any current and future federal and non-federal grant programs. In order to advance the availability of capital grant funds for the upcoming fiscal year, the development of the FY 2027 Capital Improvement Budget began in September 2025 and involved extensive staff analysis and preparation as well as one meeting of the Board's Operational Planning and Infrastructure Committee on May 5, 2026. One public hearing was held on May 5, 2026 to discuss the proposed FY 2027 Capital Improvement Budget. The Capital Improvement Budget proposed for adoption herein represents the Authority's spending plans for capital improvements throughout the transit system in FY 2027.
  
- 3.0 **PROCUREMENT BACKGROUND:** Does not apply.
  
- 4.0 **DBE BACKGROUND:** Does not apply.
  
- 5.0 **POLICY IMPACT:** The FY 2027 Capital Improvement Budget provides for the upkeep of the Authority's existing infrastructure, facilities, equipment, vehicle replacement programs and also provides for the implementation of projects included in the Long-Range Plan.
  
- 6.0 **ECONOMIC IMPACT:** The proposed FY 2027 Capital Improvement Budget provides the budget authority for the spending of \$183,393,885 for capital improvement projects, of which \$179,113,885 is for the RTA Development Fund and \$4,280,000 is for the RTA Capital Fund.
  
- 7.0 **ALTERNATIVES:** Modify the proposed FY 2027 Capital Improvement Budget by adding or subtracting expenditures or revenues for specific capital projects, or delay adoption of the proposed Capital Improvement Budget, which would delay the availability of grant funds in the upcoming fiscal year.
  
- 8.0 **RECOMMENDATION:** The proposed FY 2027 Capital Improvement Budget was reviewed May 5, 2026 by the Operational Planning & Infrastructure Committee and is recommended for adoption by the Board of Trustees. It is recommended that the Board approve the proposed FY 2027 Capital Improvement Budget as proposed herein.

9.0 ATTACHMENTS:

- A. 2027 – 2031 Combined Capital Improvement Plan
- B. 2027 – 2031 RTA Development Fund Capital Improvement Plan
- C. 2027 – 2031 RTA Capital Fund Capital Improvement Plan
- D. Capital Improvement Fund Balance Analysis
- E. RTA Development Fund Balance Analysis
- F. RTA Routine Capital Fund Balance Analysis

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



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General Manager, Chief Executive Officer

## Attachment A

## 2027 - 2031 CAPITAL IMPROVEMENT PLAN

### COMBINED BUDGET

PROJECT CATEGORY						TOTAL
	2027	2028	2029	2030	2031	2027-2031
Bus Garages	\$5,200,000	\$250,000	\$2,550,000	\$2,550,000	\$4,050,000	\$14,600,000
Buses	\$23,826,750	\$26,658,438	\$27,220,484	\$23,826,750	\$23,826,750	\$125,359,172
Equipment & Vehicles	\$10,395,000	\$12,870,000	\$10,395,000	\$10,370,000	\$15,370,000	\$59,400,000
Facilities Improvements	\$33,300,000	\$7,510,000	\$19,746,006	\$9,406,006	\$9,700,000	\$79,662,012
Other Projects	\$18,241,576	\$2,950,000	\$3,691,576	\$3,391,576	\$3,391,576	\$31,666,304
Preventive Maint./Oper. Reimb.	\$5,168,059	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$65,168,059
Rail Car Program	\$29,250,000	\$42,026,004	\$29,377,867	\$6,302,867	\$1,250,000	\$108,206,738
Rail Projects	\$57,637,500	\$50,045,491	\$58,369,000	\$45,806,045	\$37,779,918	\$249,637,954
Transit Centers	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$1,875,000
<b>TOTALS</b>	<b>\$183,393,885</b>	<b>\$157,684,933</b>	<b>\$166,724,933</b>	<b>\$117,028,244</b>	<b>\$110,743,244</b>	<b>\$735,575,239</b>

## Attachment B

## 2027 - 2031 CAPITAL IMPROVEMENT PLAN

### RTA DEVELOPMENT FUND

PROJECT CATEGORY						TOTAL
	2027	2028	2029	2030	2031	2027-2031
Bus Garages	\$5,200,000	\$250,000	\$2,550,000	\$2,550,000	\$4,050,000	\$14,600,000
Buses	\$23,826,750	\$26,658,438	\$27,220,484	\$23,826,750	\$23,826,750	\$125,359,172
Equipment & Vehicles	\$8,350,000	\$10,850,000	\$8,350,000	\$8,350,000	\$13,350,000	\$49,250,000
Facilities Improvements	\$31,065,000	\$5,425,000	\$17,686,006	\$7,346,006	\$7,640,000	\$69,162,012
Other Projects	\$18,241,576	\$2,950,000	\$3,691,576	\$3,391,576	\$3,391,576	\$31,666,304
Preventive Maint./Oper. Reimb.	\$5,168,059	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$65,168,059
Rail Car Program	\$29,250,000	\$42,026,004	\$29,377,867	\$6,302,867	\$1,250,000	\$108,206,738
Rail Projects	\$57,637,500	\$50,045,491	\$58,369,000	\$45,806,045	\$37,779,918	\$249,637,954
Transit Centers	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$1,875,000
<b>TOTALS</b>	<b>\$179,113,885</b>	<b>\$153,579,933</b>	<b>\$162,619,933</b>	<b>\$112,948,244</b>	<b>\$106,663,244</b>	<b>\$714,925,239</b>

## Attachment C

**2027 - 2031 CAPITAL IMPROVEMENT PLAN****RTA CAPITAL**

<b>PROJECT CATEGORY</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>TOTAL 2027-2031</b>
Bus Garages	\$0	\$0	\$0	\$0	\$0	\$0
Buses	\$0	\$0	\$0	\$0	\$0	\$0
Equipment & Vehicles	\$2,045,000	\$2,020,000	\$2,045,000	\$2,020,000	\$2,020,000	\$10,150,000
Facilities Improvements	\$2,235,000	\$2,085,000	\$2,060,000	\$2,060,000	\$2,060,000	\$10,500,000
Other Projects	\$0	\$0	\$0	\$0	\$0	\$0
Preventive Maint./Oper. Reimb.	\$0	\$0	\$0	\$0	\$0	\$0
Rail Car Program	\$0	\$0	\$0	\$0	\$0	\$0
Rail Projects	\$0	\$0	\$0	\$0	\$0	\$0
Transit Centers	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTALS</b>	<b>\$4,280,000</b>	<b>\$4,105,000</b>	<b>\$4,105,000</b>	<b>\$4,080,000</b>	<b>\$4,080,000</b>	<b>\$20,650,000</b>

RESOLUTION NO. 2026-26

APPROPRIATING THE GREATER CLEVELAND REGIONAL TRANSIT  
AUTHORITY'S EXPENDITURES OR OUTLAYS FOR THE FISCAL YEAR  
("FY") 2027 CAPITAL IMPROVEMENT BUDGET

WHEREAS, there are both legal and managerial requirements to establish the revenues to be received for the upcoming fiscal year, including all taxes, user fees, and other types of revenues, as well as estimates of all expenditures or outlays for the capital improvement program of the Greater Cleveland Regional Transit Authority ("Authority") to be paid or met from said revenues, during each fiscal year; and

WHEREAS, in order to meet those requirements, a Capital Improvement Budget for the Authority for the Fiscal Year beginning January 1, 2027 and ending December 31, 2027 ("FY 2027") has been prepared; and

WHEREAS, said budget has been made available for public inspection for at least ten (10) days by having at least two (2) copies thereof on file in the Authority's Office of Management and Budget; and

WHEREAS, the Operational Planning & Infrastructure Committee of the Board of Trustees discussed the proposed FY 2027 Capital Improvement Budget on May 5, 2026 and one public hearing was held on May 5, 2026 with public notice given by publication in the Cleveland Call and Post on April 15, 2026 and April 17, 2026, publication in the Cleveland Plain Dealer on April 18, 2026 and April 19, 2026, and (3) postings in the Authority's Main Office Building, at the Customer Service Center in the Tower City Rotunda, on the Authority's social media pages, and on the Authority's website.

NOW, THEREFORE BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the appropriations for the current expenditures or outlays of the RTA Capital and RTA Development Funds during FY 2027 are as indicated below and the amounts to be expended and encumbered in each classification during FY 2027 are hereby set aside and appropriated:

**CAPITAL IMPROVEMENT FUNDS**

RTA Capital Fund	\$ 4,280,000
RTA Development Fund	<u>179,113,885</u>
Total Capital Appropriation	<u>\$183,393,885</u>

Section 2. That transfers of funds may be made in this capital appropriation budget from one project to another, or from one department to another, or from one line item to another, but not from one fund to another without Board of Trustees approval.

Section 3. That this budget may be amended from time to time in order to appropriate additional capital grant funds that may be received in FY 2027.

Section 4. That this resolution shall become effective immediately upon its adoption.

Adopted: May 19, 2026

\_\_\_\_\_

President

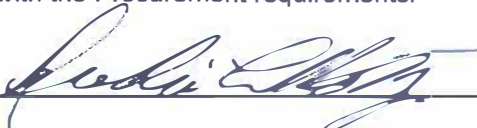
Attest: \_\_\_\_\_  
Secretary-Treasurer



TITLE/DESCRIPTION:  ISSUANCE OF SALES TAX SUPPORTED BONDS TO SUPPORT THE AUTHORITY'S CAPITAL IMPROVEMENT PROGRAM.	Resolution No :2026-27
	Date: May 14, 2026
	Initiator: Grants Management & Treasury
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other	

- 1.0 PURPOSE/SCOPE: This action will authorize the Greater Cleveland Regional Transit Authority ("Authority") to issue \$35,000,000 of new debt for the purpose of funding certain capital improvement projects, in whole or in part, authorize a sixth amendment to the 2012 Trust Agreement with Argent Institutional Trust Company, as successor trustee to The Huntington National Bank, authorize a pledge of lien on sales tax revenues to secure the debt, and other matters related to the issuance of debt.
- 2.0 DESCRIPTION/JUSTIFICATION: The Series 2026 Sales Tax Supported Bonds will be issued for the purpose of paying part of the costs of the capital improvement program, which includes the Bus Improvement Program, Bus Garage Improvements Lift Program, Facility Improvement for Track Bridge Reconstruction Viaduct Ph. 2, Flyover/Conrail, Brookpark, Access Rd. Bridge, HVAC, Roofing Replacements Program, MetroHealth BRT, Light Rail Track Improvements, Light Rail Station Upgrades, Signal Systems, Overhead Catenary upgrades, and the Substation Improvement Program, among others.
- 3.0 PROCUREMENT BACKGROUND: This procurement is exempt from competitive requirements, pursuant to Ohio R.C. 306.43 H(6), because "the purchase substantially involves services of a personal, professional, highly technical, or scientific nature, including but not limited to the services of an attorney, physician, surveyor, appraiser, investigator, court reporter or adjustor, advertising consultant or licensed broker, or involves the special skills or proprietary knowledge required for the servicing of specialized equipment owned by the regional transit authority."
- 4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: Does not apply.
- 5.0 POLICY IMPACT: The bonds are being issued in accordance with the Authority's Financial and Debt Policies. The new debt portion of the sale of the Series 2026 Sales Tax Supported Bonds will be used to support the local portion of the Authority's capital program.
- 6.0 ECONOMIC IMPACT: The sale of Series 2026 Sales Tax Supported Bonds is in accordance with the 2026 budget and will be used to pay for a portion of the Authority's capital program. Financing costs will be paid out of the proceeds of the debt issue.
- 7.0 ALTERNATIVES: Rejection of this resolution will impact the Authority's ability to meet its capital program commitments and may eliminate the opportunity to balance the operating budget.
- 8.0 RECOMMENDATION: It is recommended that the Board of Trustees approve the 2026 Debt Issuance as proposed herein.
- 9.0 ATTACHMENTS: None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.

  
 \_\_\_\_\_  
 General Manager, Chief Executive Officer

RESOLUTION NO. 2026-27

RESOLUTION AUTHORIZING THE ISSUANCE AND SALE OF SALES TAX SUPPORTED BONDS FOR THE PURPOSE OF (I) PAYING A PORTION OF THE COSTS OF CAPITAL IMPROVEMENTS TO THE AUTHORITY'S TRANSPORTATION SYSTEM, IN THE APPROXIMATE PRINCIPAL AMOUNT OF \$35,000,000; (II) AUTHORIZING A SIXTH AMENDMENT TO THE TRUST AGREEMENT WITH ARGENT INSTITUTIONAL TRUST COMPANY, AS SUCCESSOR TRUSTEE TO THE HUNTINGTON NATIONAL BANK; (III) AUTHORIZING A PLEDGE OF AND LIEN ON THE SALES TAX REVENUES TO SECURE THE AUTHORITY'S INDEBTEDNESS; AND (IV) OTHER MATTERS RELATED TO SUCH SALE OF SALES TAX SUPPORTED BONDS.

WHEREAS, at an election held in July, 1975, the electors of the Greater Cleveland Regional Transit Authority ("Authority") approved a one percent (1.0%) sales and use tax ("Sales Tax") to be levied by the Authority on all sales of tangible personal property and other transactions subject to sales and use taxes by the State of Ohio ("State") within the boundaries of the County of Cuyahoga, Ohio ("County"), which Sales Tax is unlimited in duration but is subject to reduction by a vote of the electors (subject to the limitations provided in Section 133.081 of the Ohio Revised Code); and

WHEREAS this Board of Trustees of the Authority (the "Board of Trustees") has determined the necessity of making certain capital improvements to the Authority's transportation system including but not limited to (i) capital improvements to certain bus garages and facilities, including HVAC/Roofing component replacements, (ii) Paratransit Lift replacement and installation, (iii) rehabilitations and construction of Viaduct Bridge, Track Bridge Flyover, Brookpark Bridge, (iv) roadway improvement and construction for MetroHealth BRT, (v) acquiring, constructing, rehabilitating and improving bridges, tracks, roadways, stations, and buses, (vi) acquiring fare collection systems and/or equipment for fare collection system upgrades, (vii) systemwide upgrades to the overhead catenary, signal systems, and substation improvement at Windermere and other priority locations, and (viii) modifying and rehabilitating light rail systems and other system improvements, (collectively, "Series 2026 Project") and desires to finance a portion, in an amount not to exceed \$35,000,000, of the costs of the Series 2026 Projects by issuing sales tax supported bonds of the Authority (collectively, "Series 2026 Bonds" or singularly "Series 2026 Bond") pursuant to its authority under R.C. Chapters 133 and 306; and

WHEREAS, the Secretary-Treasurer of this Authority (the "Secretary-Treasurer") has heretofore estimated that the life of the improvements constituting the Series 2026 Project is at least five (5) years and has certified that the maximum maturity of the Series 2026 Bonds issued therefor is 20 years; and

WHEREAS, pursuant to R.C. 133.081, the Secretary-Treasurer of this Authority, as its fiscal officer, has certified to the Board of Trustees that the total estimated annual debt charges in any calendar year on the Series 2026 Bonds authorized in Section 1 hereof, and on all other Authority Indebtedness (as defined in the Set-Aside Resolution contained herein), payable from and secured by revenues from the Ohio Sales Tax ("Sales Tax Revenues") that is expected to be outstanding immediately after the issuance of the Series 2026 Bonds, do not exceed the estimated annual Sales Tax Revenues based on the average annual Sales Tax Revenues for the two prior calendar years; and

WHEREAS, pursuant to Resolution No. 1980-376 adopted by the Authority on November 5, 1980, as amended and supplemented by (i) Resolution No. 1981-18 adopted on January 20, 1981, (ii) Resolution No. 2001-177 adopted on December 4, 2001, and (iii) Resolution No. 2012-34 adopted on April 17, 2012 (collectively, the "Set-Aside Resolutions"), the Board of Trustees has previously pledged and created a lien on the Sales Tax Revenues for the benefit of the bondholders of any Indebtedness (as defined therein) of the Authority, and the Series 2026 Bonds will constitute additional Indebtedness under the Set-Aside Resolutions; and

WHEREAS, the Authority previously entered into a Trust Agreement dated as of April 30, 2012 ("Original Trust Agreement"), a First Amendment to Trust Agreement dated as of April 16, 2014 ("First Amendment"), a Second Amendment to Trust Agreement dated as of April 16, 2015 ("Second Amendment"), a Third Amendment to Trust Agreement dated as of May 26, 2016 ("Third Amendment"), a Fourth Amendment to Trust Agreement dated as of May 7, 2019 ("Fourth Amendment"), and a Fifth Amendment to Trust Agreement dated as of December 2, 2022 ("Fifth Amendment") all with The Huntington National Bank which is now Argent Institutional Trust Company, as successor trustee to The Huntington National Bank ("Trustee"), to provide for the receipt by the Trustee of the Sales Tax Revenues directly from the State for deposit into a Sales and Use Tax Collection Fund held by the Trustee ("Collection Fund"), for transfer from such Collection Fund to the Authority's bond retirement fund ("Bond Retirement Fund") in the amounts necessary for the payment of the annual principal and interest (and any premium) on the outstanding Indebtedness of the Authority, with the balance of such Sales Tax Revenues to be transferred to the depository bank holding the general fund of the Authority, all in accordance with Section 5705.09 and Chapters 133 and 306 of the Revised Code; and

WHEREAS, in connection with the issuance of the Series 2026 Bonds, the Board of Trustees desires to enter into a Sixth Amendment to the Trust Agreement ("Sixth Amendment," as further defined herein, and together with the Original Trust Agreement, the First Amendment, the Second Amendment, the Third Amendment, the Fourth Amendment and the Fifth Amendment the "Trust Agreement"), which Trust Agreement will include an amended Debt Service Schedule (as further defined in the Trust Agreement).

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

SECTION 1. That it is necessary to issue and sell the Series 2026 Bonds of this Authority in an aggregate principal amount not to exceed \$35,000,000 for the purpose of paying part of the cost of the Series 2026 Projects including financing costs, as defined in R.C. 133.01, related to the issuance of the Series 2026 Bonds under authority of and pursuant to the general laws of the State, particularly Chapter 133 of the Revised Code.

SECTION 2. That the Series 2026 Bonds shall be issued for the purposes aforesaid and shall be designated as "Sales Tax Supported Capital Improvement Bonds, Series 2026" or such other designation as set forth in a certificate ("Certificate of Award") executed by the Secretary-Treasurer setting forth any terms relating to the issuance of the Series 2026 Bonds as may be specified on the Certificate of Award.

The Series 2026 Bonds shall (i) be dated and in a principal amount determined by the Secretary-Treasurer, which shall not exceed the maximum amount set forth in Section 1 hereof, and set forth in the Certificate of Award; (ii) be numbered from AR-1, upwards in order of issuance, or as otherwise provided by the Secretary-Treasurer pursuant to the Certificate of Award; (iii) be in denominations of \$5,000 and any integral multiple thereof; (iv) mature or be subject to

mandatory sinking fund redemption on the dates and in the amounts as determined by the Underwriters (as defined herein) and approved by the Secretary-Treasurer pursuant to the Certificate of Award, provided that the total principal and interest payments on the Series 2026 Bonds in any fiscal year in which principal is payable (whether due to maturity or mandatory sinking fund redemption) shall not be more than three times the amount of those payments in any other fiscal year and the final maturity of the Series 2026 Bonds shall not be later than December 1, 2046; (v) bear interest payable semiannually on the first day of June and the first day of December of each year commencing December 1, 2026, or on another date, and at the rate or rates per annum, as provided and approved by the Secretary-Treasurer pursuant to the Certificate of Award, provided that the average interest rate payable by the Authority over the life of the Series 2026 Bonds shall not exceed six per cent (6%) per annum.

SECTION 3. Based upon the written advice of PFM Financial Advisors LLC (the "Municipal Advisor"), the Secretary-Treasurer may determine that (i) the Series 2026 Bonds may be sold as tax-exempt or taxable bonds or any combination thereof, each in one or more series, or (ii) the Series 2026 Bonds may be secured by a debt service reserve fund, or (iii) the Series 2026 Bonds may be sold as one combined series, all as provided in the agreement for the sale of the Series 2026 Bonds. The Underwriters shall make the appropriate allocation in such agreement between tax-exempt and taxable Series 2026 Bonds and proceeds thereof to be used for the Series 2026 Projects.

SECTION 4. The determinations made by the Secretary-Treasurer pursuant to this Resolution shall be made without further action of this Board of Trustees, shall be set forth in the Certificate of Award signed by the Secretary-Treasurer, and shall be conclusive.

Pursuant to R.C. 133.081(B), the Board of Trustees hereby certifies, based on the certificate of the Secretary-Treasurer described in the fourth "Whereas" clause of this Resolution, that the total estimated annual debt charges in any calendar year on the Series 2026 Bonds authorized by this Resolution and the total annual debt charges on all Indebtedness of the Authority that is expected to be outstanding immediately after the issuance of the Series 2026 Bonds do not exceed the estimated annual Sales Tax Revenues based on the average annual Sales Tax Revenues for the two prior calendar years.

The Series 2026 Bonds shall be callable for redemption at the option of the Authority in whole or in part on the dates, at such price or prices (but in any case not greater than 102% of the principal amount of the Series 2026 Bonds to be redeemed plus accrued interest to the redemption date), and all at such times as determined by the Secretary-Treasurer pursuant to this Resolution, which determination shall be made without further action of the Board of Trustees, shall be set forth in the Certificate of Award signed by the Secretary-Treasurer, and shall be conclusive.

If fewer than all of the outstanding Series 2026 Bonds of a single maturity are called for redemption, the selection of Series 2026 Bonds to be redeemed, or portions thereof in amounts of \$5,000 or any integral multiple thereof, shall be made by lot by the Paying Agent and Registrar (as hereinafter defined) in any manner which the Paying Agent and Registrar may determine. In the case of a partial redemption of Series 2026 Bonds when Series 2026 Bonds of denominations greater than \$5,000 are then outstanding, each \$5,000 unit of face value of principal thereof shall be treated as though it were a separate Series 2026 Bond of the denomination of \$5,000. If one or more, but not all, of such \$5,000 units of face value represented by a Series 2026 Bond are to be called for redemption, then upon notice of redemption of a \$5,000 unit or units, the registered holder of that Series 2026 Bond shall surrender the Series 2026 Bond to the Paying Agent and

Registrar (a) for payment of the redemption price for the \$5,000 unit or units of face value called for redemption (including without limitation, the interest accrued to the date fixed for redemption and any premium), and (b) for issuance, without charge to the registered holder thereof, of a new Series 2026 Bond of the same series, of any authorized denomination or denominations in an aggregate principal amount equal to the unmatured and unredeemed portion of, and bearing interest at the same rate and maturing on the same date as, the Series 2026 Bond surrendered.

The notice of call for redemption of Series 2026 Bonds shall identify (i) by designation, letters, numbers or other distinguishing marks, the Series 2026 Bonds or portions thereof to be redeemed, (ii) the redemption price to be paid, (iii) the date fixed for redemption, and (iv) the place or places where the amounts due upon redemption are payable. The notice shall be given by the Paying Agent and Registrar on behalf of the Authority by mailing a copy of the redemption notice by certified mail, return receipt requested, at least thirty (30) days prior to the date fixed for redemption, to the registered holder of each Series 2026 Bond subject to redemption in whole or in part at such registered holder's address shown on the Series 2026 Bond registration records on the fifteenth (15<sup>th</sup>) day preceding that mailing. Failure to receive notice by mailing or any defect in that notice regarding any Series 2026 Bond, however, shall not affect the validity of the proceedings for the redemption of any Series 2026 Bond. Notice having been mailed in the manner provided above, the Series 2026 Bonds and portions thereof called for redemption shall become due and payable on the redemption date; and, on such redemption date, interest on such Series 2026 Bonds or portions thereof so called shall cease to accrue; and, upon presentation and surrender of such Series 2026 Bonds or portions thereof at the place or places specified in that notice, such Series 2026 Bonds or portions thereof shall be paid at the redemption price, including interest accrued to the redemption date. Such redemption notice may be conditional as set forth therein.

Pending preparation of definitive Series 2026 Bonds, any Series 2026 Bonds may be initially delivered in temporary form exchangeable for definitive Series 2026 Bonds when such definitive Series 2026 Bonds are ready for delivery. The temporary Series 2026 Bonds may be printed, lithographed or typewritten and may contain such reference to any of the provisions of this resolution as may be appropriate. Every temporary Series 2026 Bond shall be executed by the Paying Agent and Registrar upon the same conditions and in substantially the same manner as definitive Series 2026 Bonds. If the Paying Agent and Registrar delivers temporary Series 2026 Bonds, it shall execute and furnish definitive Series 2026 Bonds at the earliest practicable time, and thereupon, the temporary Series 2026 Bonds shall be surrendered for cancellation at the principal office of the Paying Agent and Registrar, and the Paying Agent and Registrar shall deliver in exchange for such temporary Series 2026 Bonds an equal aggregate principal amount of definitive Series 2026 Bonds. Until so exchanged, the temporary Series 2026 Bonds shall be entitled to the same benefits under this resolution as definitive Series 2026 Bonds delivered pursuant hereto.

It is hereby determined by the Board of Trustees that the issuance of the Series 2026 Bonds provided herein, including without limitation, the redemption provisions set forth above, are in the best interests of the Authority.

SECTION 5. That the Series 2026 Bonds shall express upon their faces the purpose for which they are issued and that they are issued pursuant to this Resolution. The Series 2026 Bonds shall be in fully registered form without coupons, shall be signed by the President of the Board of Trustees or his designee and by the Secretary-Treasurer of the Authority, provided that any or all such signatures may be facsimile signatures and shall bear the manual authenticating signature of an authorized representative of a bank or trust company determined by the Secretary-

Treasurer of the Authority and set forth in the Certificate of Award, as the paying agent, registrar and transfer agent (the "Paying Agent and Registrar") for the Series 2026 Bonds. The principal amount of each Series 2026 Bond shall be payable at the principal office of the Paying Agent and Registrar and interest thereon shall be made on each interest payment date to the person whose name appears on the record date (May 15 and November 15 for June 1 and December 1 interest, respectively) on the Series 2026 Bond registration records as the registered holder thereof, by wire transfer, check or draft mailed to such registered holder at his address as it appears on such registration records.

The Series 2026 Bonds shall be transferable by the registered holder thereof in person or by the holder's attorney duly authorized in writing at the principal office of the Paying Agent and Registrar upon presentation and surrender thereof to the Paying Agent and Registrar or an office of the Paying Agent and Registrar as designated by the Paying Agent and Registrar or by wire transfer made at the request of a holder of at least \$1,000,000 aggregate principal amount of Series 2026 Bonds. The Authority and the Paying Agent and Registrar shall not be required to transfer any Series 2026 Bond during the 15-day period preceding any interest payment date or preceding any selection of Series 2026 Bonds to be redeemed, or after such Series 2026 Bond has been selected for partial or complete redemption, and no such transfer shall be effective until entered upon the registration records maintained by the Paying Agent and Registrar. Upon such transfer, a new Series 2026 Bond(s) shall be issued to the transferee in exchange therefor in authorized denominations of the same maturity and for the same aggregate principal amount.

The Authority and the Paying Agent and Registrar may deem and treat the registered holders of the Series 2026 Bonds as the absolute owners thereof for all purposes, and neither the Authority nor the Paying Agent and Registrar shall be affected by any notice to the contrary.

SECTION 6. That such Series 2026 Bonds shall be sold at not less than par (or as otherwise provided for in the Certificate of Award) and accrued interest by the Secretary-Treasurer of the Authority to Huntington Capital Markets, as senior manager and as representative of Fifth Third Securities, Inc., Stifel, Nicolaus & Company, Incorporated, and KeyBanc Capital Markets Inc. (together, the "Underwriters"), in accordance with its offer to purchase which the Secretary-Treasurer is hereby authorized to accept without further action of the Board of Trustees, and the proceeds from such sale, except any accrued interest thereon, shall be used for the purpose aforesaid and for no other purpose, and for which purpose such proceeds are hereby appropriated. Any accrued interest shall be transferred to the Bond Retirement Fund to be applied to the payment of interest on such Series 2026 Bonds in the manner provided by law.

SECTION 7. The Series 2026 Bonds are special obligations of the Authority, and the principal of and interest on (and any premium) on the Series 2026 Bonds are payable from the Sales Tax Revenues received by the Authority. The Series 2026 Bonds, and any other Indebtedness of the Authority shall be payable from the Sales Tax Revenues and shall be secured by the Trust Agreement which shall constitute a pledge and lien upon such Sales Tax Revenues. NOTWITHSTANDING ANY PROVISIONS IN THIS RESOLUTION, THE TRUST AGREEMENT OR THE SERIES 2026 BONDS TO THE CONTRARY, THE SERIES 2026 BONDS ARE SPECIAL OBLIGATIONS OF THE AUTHORITY PAYABLE SOLELY FROM THE SALES TAX REVENUES THEREOF. THE SERIES 2026 BONDS DO NOT CONSTITUTE A DEBT OR OBLIGATION OF THE STATE OR A GENERAL OBLIGATION DEBT, OR A PLEDGE OF THE FULL FAITH AND CREDIT, OF THE AUTHORITY, OR ANY OTHER POLITICAL SUBDIVISION OF THE STATE, AND THE HOLDERS OR OWNERS OF THE SERIES 2026 BONDS HAVE NO RIGHT TO HAVE TAXES LEVIED BY THE GENERAL ASSEMBLY OR PROPERTY TAXES

LEVIED BY THE TAXING AUTHORITY OF ANY POLITICAL SUBDIVISION OF THE STATE, INCLUDING THE COUNTY OR THE AUTHORITY, FOR THE PAYMENT OF PRINCIPAL OF AND INTEREST (AND ANY PREMIUM) ON THE SERIES 2026 BONDS. Nothing herein shall be construed as requiring the Authority to use or apply to the payment of principal of and interest (and any premium) on the Series 2026 Bonds any funds or revenues from any source other than monies received pursuant to the Trust Agreement. Nothing herein, however, shall be deemed to prohibit the Authority, of its own volition, from using, to the extent that it is authorized by law to do so, any other resources for the fulfillment of any of the terms, conditions or obligations of this Resolution or of the Series 2026 Bonds.

SECTION 8. That the Board of Trustees determines that it is necessary and hereby authorizes the Authority to enter into a Sixth Amendment to the Trust Agreement with the Trustee, amending the Original Trust Agreement. That the Secretary-Treasurer be and is hereby authorized to execute and deliver the Sixth Amendment to the Trustee, including an amended Debt Service Schedule (as defined in the Trust Agreement), with such Sixth Amendment to be effective as of July 21, 2026, or such other date as approved by the Secretary-Treasurer.

SECTION 9. As provided herein, the Series 2026 Bonds, and any other Indebtedness of the Authority shall be payable from the Sales Tax Revenues constituting a pledge and lien upon such Sales Tax Revenues. The payment of debt service on the Series 2026 Bonds is secured pursuant to the Trust Agreement. The Authority has agreed under the Trust Agreement that the State will deposit the Sales Tax Revenues directly into the Collection Fund to be held by the Trustee and the Trustee shall transfer from such Collection Fund into the Authority's Bond Retirement Fund an amount sufficient for the payment of principal and interest (and any premium) on the Series 2026 Bonds and on any other Indebtedness of the Authority which has been or may be subsequently issued and payable from the Collection Fund on parity with the Series 2026 Bonds ("Parity Obligations"), all as further provided in the Trust Agreement.

The Authority has heretofore levied and covenants that it shall continue to collect the Sales Tax for so long as the Series 2026 Bonds are outstanding. The Authority hereby covenants and agrees that, so long as the Series 2026 Bonds are outstanding, it shall not suffer the repeal, amendment or any other change in this Resolution, the Trust Agreement, or the proceedings authorizing the Sales Tax, that in any way materially and adversely affects or impairs (a) the sufficiency of the Sales Tax levied and the Sales Tax Revenues collected or otherwise available for the payment of the Series 2026 Bonds or (b) the pledge, lien or the application of the Sales Tax Revenues to the payment of the Series 2026 Bonds and other Indebtedness of the Authority.

If the Authority shall pay or cause to be paid and discharged the Series 2026 Bonds, the covenants, agreements and other obligations of the Authority hereunder and in the Series 2026 Bonds shall be discharged and satisfied. The Authority shall be considered to have caused a Series 2026 Bond to be paid and discharged if the Authority has placed in escrow, and pledged for the payment of debt charges on such Series 2026 Bond, money or direct or guaranteed obligations of the United States (including but not limited to United States Treasury Obligations, State and Local Government Series, and/or open market treasuries), or a combination of those obligations, determined by an independent accounting firm experienced in making such determinations to be sufficient, with the interest or other investment income accruing on those direct or guaranteed obligations, for the payment of debt charges on that Series 2026 Bond. For purposes of this Resolution, "direct obligations of or obligations guaranteed as to payment by the United States" includes rights to receive payment or portions of payments of the principal of or interest or other investment income on those obligations, and other obligations fully secured as to payment by those obligations and the interest or other investment income on those obligations.

SECTION 10. The Authority may in the future issue additional sales tax bonds on parity with the Series 2026 Bonds. The Secretary-Treasurer of the Authority may agree in the Certificate of Award to reasonable limits on the future issuance of Parity Obligations, consistent with that officer's determination of the best interest of and financial advantage to the Authority.

The Authority covenants that it shall not issue any additional Parity Obligations unless it provides a certificate of the Authority certifying (i) that the reasonably projected Sales Tax Revenues to be received from and after the date of delivery of such additional Parity Obligations are sufficient in time and amount to pay all debt service on all Parity Obligations outstanding immediately after delivery of any additional Parity Obligations when due without regard to any optional redemption, and (ii) that the Sales Tax Revenues during the twelve (12) consecutive calendar months in which the Sales Tax Revenues were greatest in the eighteen (18) months immediately preceding the calendar month in which any additional Parity Obligations are to be issued, was at least 200% of the greatest amount of debt service on all Parity Obligations to be outstanding immediately after delivery of any such additional Parity Obligations due and payable during any calendar year.

For bond anticipation notes, the debt service on the bonds anticipated by the notes shall be used in calculating compliance with the provisions set forth above.

SECTION 11. To the extent that the Series 2026 Bonds are issued as tax-exempt obligations, the Board of Trustees hereby covenants that it will restrict the use of the proceeds of the Series 2026 Bonds hereby authorized in such manner and to such extent, if any, and take such other actions as may be necessary, after taking into account reasonable expectations at the time the debt is incurred, so that they will not constitute obligations the interest on which is subject to federal income taxation or "arbitrage bonds" under Sections 103(b)(2) and 148 of the Internal Revenue Code of 1986, as amended (the "Code") and the regulations prescribed thereunder, including any expenditure requirements, investment limitations or rebate requirements. The Secretary-Treasurer of the Authority or any other officer having responsibility with respect to the issuance of such Series 2026 Bonds is authorized and directed to give an appropriate certificate on behalf of the Authority on the date of delivery of the Series 2026 Bonds for inclusion in the transcript of proceedings, setting forth the facts, estimates and circumstances and reasonable expectations pertaining to the use of the proceeds thereof and the provisions of said Sections 103(b)(2) and 148 and regulations thereunder.

The Series 2026 Bonds are not designated "qualified tax exempt obligations" for the purposes set forth in Section 265(b)(3) of the Code.

SECTION 12. That the form of preliminary official statement with respect to such Series 2026 Bonds now on file with the Board of Trustees, the distribution thereof to prospective purchasers of the Series 2026 Bonds, and the deeming thereof to be near final in accordance with Rule 15c-2-12(b)(1) of the Securities and Exchange Commission, except for certain information which has been omitted in accordance with the aforesaid Rule and which will be provided in the final official statement, are hereby authorized, approved, ratified and confirmed. The President of the Board of Trustees or designee, the General Manager, Chief Executive Officer and the Deputy General Manager of Finance are each hereby authorized, separately or with others and without further action of the Board of Trustees, to execute and deliver the final official statement on behalf of the Authority, in substantially the form submitted to this Board of Trustees with such changes as the signers thereof may approve, to the purchasers of the Series 2026 Bonds for distribution to prospective purchasers of the Series 2026 Bonds and other interested persons. Such final official statement shall be prepared in accordance with the requirements of

Rule 15c2-12(b)(3) of the Securities and Exchange Commission, in order that the Authority may provide or cause to be provided a reasonable number of final official statements to the purchasers of the Series 2026 Bonds within seven business days of the date of the final agreement to sell the Series 2026 Bonds, and such signers are hereby authorized to make such determinations regarding the final official statement as are required by the aforesaid Rule.

The Authority hereby covenants and agrees that it will execute, comply with and carry out all of the provisions of a continuing disclosure certificate dated the date of issuance and delivery of the Series 2026 Bonds (the "Continuing Disclosure Certificate") in connection with the issuance of the Series 2026 Bonds. Failure to comply with any such provisions of the Continuing Disclosure Certificate shall not constitute a default on the Series 2026 Bonds; however, any holder of the Series 2026 Bonds may take such action as may be necessary and appropriate, including seeking specific performance, to cause the Authority to comply with its obligations under this paragraph and the Continuing Disclosure Certificate.

SECTION 13. That for purposes of this Resolution, the following terms shall have the following meanings:

"Book entry form" or "book entry system" means a form or system under which (i) the beneficial right to payment of principal of and interest on the Series 2026 Bonds may be transferred only through a book entry, and (ii) physical Series 2026 Bond certificates in fully registered form are issued only to the Depository or its nominee as registered owner, with the Series 2026 Bonds "immobilized" to the custody of the Depository, and the book entry maintained by others than the Authority is the record that identifies the owners of beneficial interests in those Series 2026 Bonds and that principal and interest.

"Depository" means any securities depository that is a clearing agency under federal law operating and maintaining, together with its Participants or otherwise, a book entry system to record ownership of beneficial interests in Series 2026 Bonds or principal and interest, and to effect transfers of Series 2026 Bonds, in book entry form, and includes and means initially The Depository Trust Company (a limited purpose trust company), New York, New York.

"Participant" means any participant contracting with a Depository under a book entry system and includes security brokers and dealers, banks and trust companies, and clearing corporations.

All or any portion of the Series 2026 Bonds may be initially issued to a Depository for use in a book entry system, and the provisions of this Section shall apply to such Series 2026 Bonds, notwithstanding any other provision of this Resolution. If and as long as a book entry system is utilized with respect to any of such Series 2026 Bonds: (i) there may be one or more Series 2026 Bonds of each maturity; (ii) those Series 2026 Bonds shall be registered in the name of the Depository or its nominee, as registered owner, and immobilized in the custody of the Depository; (iii) the beneficial owners of Series 2026 Bonds in book entry form shall have no right to receive Series 2026 Bonds in the form of physical securities or certificates; (iv) ownership of beneficial interests in any Series 2026 Bonds in book entry form shall be shown by book entry on the system maintained and operated by the Depository and its Participants, and transfers of the ownership of beneficial interests shall be made only by book entry by the Depository and its Participants; and (v) the Series 2026 Bonds as such shall not be transferable or exchangeable, except for transfer to another Depository or to another nominee of a Depository, without further action by the Authority. Debt service charges on Series 2026 Bonds in book entry form registered in the name of a Depository or its nominee shall be payable in the manner provided in the Authority's

agreement with the Depository to the Depository or its authorized representative (i) in the case of interest, on each interest payment date, and (ii) in all other cases, upon presentation and surrender of Series 2026 Bonds as provided in this Resolution.

The Paying Agent and Registrar may, with the approval of the Authority, enter into an agreement with the beneficial owner or registered owner of any Series 2026 Bond in the custody of a Depository providing for making all payments to that owner of principal and interest on that Series 2026 Bond or any portion thereof (other than any payment of the entire unpaid principal amount thereof) at a place and in a manner (including wire transfer of federal funds) other than as provided in this Resolution, without prior presentation or surrender of the Series 2026 Bond, upon any conditions which shall be satisfactory to the Paying Agent and Registrar and to the Authority. That payment in any event shall be made to the person who is the registered owner of that Series 2026 Bond on the date that principal is due, or, with respect to the payment of interest, as of the applicable date agreed upon as the case may be. The Paying Agent and Registrar shall furnish a copy of each of those agreements, certified to be correct by the Paying Agent and Registrar, to other paying agents for Series 2026 Bonds and to the Authority. Any payment of principal or interest pursuant to such an agreement shall constitute payment thereof pursuant to, and for all purposes of, this Resolution.

The Secretary-Treasurer of the Authority is authorized and directed without further action of the Board of Trustees to execute, acknowledge and deliver, in the name of and on behalf of the Authority, a letter agreement among the Authority, the Paying Agent and Registrar and The Depository Trust Company, as Depository, to be delivered in connection with the issuance of the Series 2026 Bonds to the Depository for use in a book entry system.

If any Depository determines not to continue to act as Depository for the Series 2026 Bonds for use in a book entry system, the Authority and the Paying Agent and Registrar may attempt to establish a securities depository/book entry relationship with another qualified Depository under this Resolution. If the Authority and the Paying Agent and Registrar do not or are unable to do so, the Authority and the Paying Agent and Registrar, after the Paying Agent and Registrar has made provision for notification of the beneficial owners by the then Depository, shall permit withdrawal of the Series 2026 Bonds from the Depository and authenticate and deliver Series 2026 Bond certificates in fully registered form to the assigns of the Depository or its nominee, all at the cost and expense (including costs of printing definitive Series 2026 Bonds), if the event is not the result of action or inaction by the Authority or the Paying Agent and Registrar, of those persons requesting such issuance.

In the event the book-entry only system is discontinued, principal of and any redemption premium on the Series 2026 Bonds will be payable when due to the registered owners thereof upon presentation and surrender thereof at the principal corporate trust office of the Paying Agent and Registrar or an office of any Paying Agent and Registrar or by wire transfer made at the request of a holder of at least \$1,000,000 aggregate principal amount of Series 2026 Bonds; interest thereon will be payable when due by the Paying Agent and Registrar by check or draft, mailed or delivered on the interest payment date to the registered owner at the address shown for the Paying Agent and Registrar on the record date (May 15 and November 15 for June 1 and December 1 interest, respectively) at an office of any Paying Agent and Registrar or by wire transfer made at the request of a holder of at least \$1,000,000 aggregate principal amount of Series 2026 Bonds; and the Series 2026 Bonds will be exchangeable for the Series 2026 Bonds of authorized denominations, and transferable, at the office of the Paying Agent and Registrar without charge (except taxes or other governmental fees). No transfer or exchange of the Series 2026 Bonds may be required to be made (i) between the fifteenth (15th) day preceding the mailing

of a notice of redemption and the date of such mailing or (ii) of any Series 2026 Bond selected for redemption (in whole or in part).

SECTION 14. That the Authority's President of the Board of Trustees or designee, the General Manager, Chief Executive Officer and the Deputy General Manager of Finance are hereby authorized without further action of the Board of Trustees to execute and deliver (i) an agreement for the sale of such Series 2026 Bonds with the purchaser thereof; (ii) an agreement with the Paying Agent and Registrar for its services as paying agent, registrar and transfer agent for the Series 2026 Bonds; (iii) an agreement to provide bond insurance for any portion of the Series 2026 Bonds with a bond insurer; and (iv) any additional documents as shall be deemed necessary or appropriate in furtherance of the issuance of the Series 2026 Bonds and the carrying out of the transactions authorized by this Resolution or contemplated by the instruments referred to in this Resolution, in each case in such form as such officer may approve, the execution thereof by such officer to be conclusive evidence of such authorization and approval.

SECTION 15. That it is found and determined that all formal actions of this Board of Trustees concerning and relating to the adoption of this Resolution were adopted in an open meeting of the Board of Trustees, and that all deliberations of this Board of Trustees and of any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with the law, including R.C. 121.22.

SECTION 16. That this Resolution shall take effect immediately upon its adoption.

ADOPTED: May 19, 2026

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President

ATTEST:

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Secretary-Treasurer

CERTIFICATE

I hereby certify that the foregoing is a true and correct copy of a Resolution adopted on the \_\_\_\_ day of \_\_\_\_\_, 2026 and that a copy thereof was certified to the Fiscal Officer of Cuyahoga County, Ohio on \_\_\_\_\_, 2026.

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

RECEIPT

The undersigned hereby acknowledges receipt this day of a certified copy of the foregoing Resolution.

By: \_\_\_\_\_  
Fiscal Officer  
Cuyahoga County, Ohio

Dated: May 19, \_\_\_\_\_, 2026



Greater Cleveland  
Regional Transit Authority

Interoffice Memo

To: Mayor Paul A. Koomar, President  
and Members, Board of Trustees

From: *FOR:* India L. Birdsong Terry *Adg*  
General Manager, Chief Executive Officer

Date: May 14, 2026

Subject: Code Book Update: Chapter 460 Financial Policies; Funds

At the March 3, 2026 Committee of the Whole meeting, staff presented a proposed revision to the following Chapter of the Authority's Codified Rules and Regulations:

- Chapter 460 Financial Policies; Funds
  - Reducing the sales tax revenue percentage allocated to capital improvements Section 460.04(f)

During that meeting, the Committee of the Whole voted to move the proposed revision to the full Board for consideration.

Since that March meeting, Code Book Chapter 460 has been revised to document that the revision will be limited to fiscal years 2026, 2027, and 2028.

Please call me if you have any questions or require additional information prior to Tuesday's meeting.

Attachments: Resolution Package

IBT/ah



TITLE/DESCRIPTION:  AMENDING CHAPTER 460 OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY	Resolution No.: 2026-28
	Date: May 14, 2026
	Initiator: Finance
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 PURPOSE/SCOPE: This resolution will amend Chapter 460 of the Codified Rules and Regulations ("Code Book") of the Greater Cleveland Regional Transit Authority ("Authority").
- 2.0 DESCRIPTION/JUSTIFICATION: The Policies and Procedures of the Board of Trustees were codified in 1989, pursuant to Resolution No. 1989-176. Chapter 460 Financial Policies; Funds of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority ("Code Book") requires that the Authority transfer not less than ten percent of sales tax revenues to capital improvements. In order to meet current operational and budgetary needs for a near term of three fiscal years, staff proposes to reduce the transfer of sales tax to capital improvements.
- 3.0 PROCUREMENT BACKGROUND: Does not apply.
- 4.0 AFFIRMATIVE ACTION/DBE BACKGROUND: Does not apply.
- 5.0 POLICY IMPACT: This policy revision will update the Authority's financial policies to reflect current governance needs but will retain the long-term policy goal of funding capital improvements with not less than ten percent of sales tax revenues
- 6.0 ECONOMIC IMPACT: Does not apply.
- 7.0 ALTERNATIVES: Not adopting this resolution. Not adopting this resolution will leave the Authority's financial policy out of alignment with current governance needs.
- 8.0 RECOMMENDATION: This resolution was discussed at the March 3, 2026 Committee of the Whole meeting. It is recommended that this resolution be adopted.
- 9.0 ATTACHMENTS:  
A. Redline of Chapter 460 Financial Policies; Funds

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.

*Rajan D. Jantam*  
FOR: General Manager, Chief Executive Officer

CHAPTER 460  
Financial Policies; Funds

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**460.01 PURPOSE AND SCOPE.**

(a) The financial policies described herein are designed to provide a comprehensive framework for the management of the revenues and financial resources of the Authority. They provide guidelines for decision-making by the Board of Trustees and management on how the financial resources of the Authority shall be used to achieve the Authority's mission to provide public transportation services; to meet the obligations of the Authority; and to protect the public interest.

(b) The financial policies established herein cover the following areas:

- (1) General Fund;
- (2) Reserve Fund;
- (3) Capital Improvement Fund;
- (4) Bond Retirement Fund;
- (5) Insurance Fund;
- (6) Supplemental Pension Fund;
- (7) Law Enforcement Fund; and
- (8) Investment of Authority Funds.

(Res. 1998-90. Passed 7-21-98; Res. 2011-79. Passed 9-20-11; Res. 2017-121. Passed 12-19-17. Res. 2025-119. Passed 12-16-2025.)

**460.02 GENERAL FUND.**

(a) The General Fund will be used to pay the day-to-day operating obligations of the Authority.

(b) The annual appropriation budget shall be approved by the Board of Trustees by December 31 of each year for the ensuing fiscal year.

(c) Policy goals to measure and/or control operating expenses and revenues will be:

- (1) The goal for the operating ratio (operating revenues divided by operating expenses) is to be at or greater than twenty-five percent with a long-range objective of having operating revenue cover an increasing proportion of operating expenses. Operating revenues shall include passenger fare and advertising and sponsorship revenues. Operating expenses, where applicable, shall be defined to include capitalized operating expenses.
- (2) In order to maintain an adequate fund balance to mitigate current and future risks, the Authority's goal shall be to maintain a general fund

balance of at least one month's operating expenses.

A. In the event that this goal is not maintained, or if the financial forecast projects the ending balance to be below this level, a plan shall be developed to replenish the fund balance.

- (3) The goal for growth in the cost of delivering a unit of service (cost per service hour) will be to remain at or below the rate of inflation.
- (4) The goal for debt service coverage (total operating revenue minus operating expenditures divided by debt service requirements) will be to remain at a minimum of 1.5.

(d) Management shall provide the Board of Trustees with at least quarterly reports on actual versus budget performance for revenues and expenses.

(Res. 2011-79. Passed 9-20-11; Res. 2012-112. Passed 12-18-12. Res. 2017-15. Passed 3-21-17; Res. 2017-80. Passed 9-19-17; Res. 2017-121. Passed 12-19-17; Res. 2020-97. Passed 12-15-20.)

#### **460.03 RESERVE FUND.**

(a) A Reserve Fund containing sub-accounts may be established and maintained to protect the Authority from economic downturns.

(b) The Reserve Fund sub-accounts and criteria for management and balances are below.

- (1) Reserve for fuel: Annual savings resulting when actual expenditures are less than the budgeted line item for fuel may be placed in this sub-account to protect the Authority from a significant and continuing rise in fuel prices.
- (2) Reserve for compensated absences: Excess funds from the General Fund may be placed in this sub-account to ensure payment to employees for vacation time that has been earned. This reserve shall not exceed twenty-five percent of the accrued liability for compensated absences.
- (3) Reserve for hospitalization: Excess funds from the General Fund may be placed in this sub-account to protect against substantial cost increases from unfunded mandates or out of the ordinary costs for catastrophic illnesses. The reserve shall not exceed ten percent of annual hospitalization costs.
- (4) Reserve for 27th payroll expense: The authority has two different payroll cycles; one cycle for hourly employees and one for salaried employees. Within each cycle, there is an extra pay date (27th payroll expense) that occurs every twelve years. This reserve shall be funded to the best of the Authority's ability in order to plan for this additional payroll expense.
- (5) A rolling stock replacement fund account may be established to set aside funds to systematically replace aging revenue vehicles. Funds should be amassed in this replacement fund and then transferred to the

Capital Improvement Fund to assist in meeting this major capital requirement.

(6) Reserve for revenue stabilization: Excess funds from the General Fund may be placed in this sub-account to protect against substantial decreases in revenues. Funds should be amassed in this stabilization fund and then transferred to the General Fund when needed to maintain a one-month ending balance in the General Fund. The Authority shall maintain at least a fifteen-day ending balance in the revenue stabilization fund.

(7) Reserve for transit-oriented development: Funds received from the sale of real property may be placed in this sub-account for use in transit-oriented development projects.

(Res. 2020-97. Passed 12-15-20; Res. 2021-108. Passed 12-21-21; Res. 2025-119. Passed 12-16-2025.)

#### **460.04 CAPITAL IMPROVEMENT FUND.**

(a) The Capital Improvement Fund shall be used to account for the construction and acquisition of major capital facilities and equipment. It shall include funds to match federal and state grants as well as funds to be used for capital construction and acquisition without the benefit of any grant funding. The Capital Improvement Fund will consist of the RTA Capital Fund and the RTA Development Fund.

(b) Projects that are locally funded, smaller and more routine in nature, generally less than one hundred fifty thousand dollars (\$150,000) and have a useful life not exceeding five years will primarily be budgeted in the RTA Capital Fund.

(c) The RTA Development Fund will consist of projects that are larger, generally greater than one hundred fifty thousand dollars (\$150,000) and have a useful life greater than five years. These projects can be supported through local, federal, and state funding, of which, federal and state funding may require a local match.

(d) The Authority will strive to take advantage of all available state and federal grants and other financing programs for capital improvements including but not limited to State of Ohio public transportation grants, Federal Highway Administration programs, programs of the Federal Transit Administration, and the Federal Emergency Management Agency.

(e) Items that have a useful life in excess of one year and an acquisition cost in excess of five thousand dollars (\$5,000) are considered to be capital expenditures.

(f) An amount of at least ten percent of sales tax revenues shall be allocated to capital improvement on an annual basis, except that an amount of not less than five percent of sales tax revenues shall be allocated to capital improvement in fiscal years 2026, 2027, and 2028. This amount shall be allocated directly to the Capital

Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments.

(g) Recognizing that the capital program requires a critical balance between maintenance of existing assets and expansion efforts, the following policy objective will be used to develop the annual capital budget. The percentage goal of capital maintenance outlay to capital expansion outlay will be a minimum of seventy-five percent and maximum of ninety percent.

(Res. 2011-79. Passed 9-20-11; Res. 2017-121. Passed 12-19-17; Res. 2020-97. Passed 12-15-20.)

#### **460.05 BOND RETIREMENT FUND.**

(a) The Bond Retirement Fund will be used to provide the funds necessary for the payment of principal and interest on debt obligations.

(b) Each month, sales and use tax revenues in an amount, together with anticipated investment earnings on the amounts deposited, calculated to accumulate sufficient funds to meet the next ensuing principal and interest payments due on the Authority's unvoted general obligation notes and bonds, is deposited in the Bond Retirement Fund. The balance in that Fund will drop to a near zero balance once each year in conformance with federal tax law restrictions on arbitrage earnings.

(Res. 2017-121. Passed 12-19-17; Res. 2025-119. Passed 12-16-2025.)

#### **460.06 INSURANCE FUND.**

(a) The Insurance Fund will be used to provide resources to protect against catastrophic or extraordinary losses. It is not used to pay ordinary and routine losses of the Authority incurred on an on-going basis and handled by the Claims Section of the Legal Department of the Authority.

(b) The Authority is insured through both self-insurance and purchased insurance. Purchased insurance for property and equipment losses as well as for liability is to be purchased on the open insurance market. The basis for the Insurance Fund structure and minimum balance shall be determined annually by the Risk Manager.

(c) The minimum balance to be maintained in the Insurance Fund shall be based on the recommendation of the Risk Manager, taking into consideration the balance between self-insurance and purchased insurance requirements.

(d) Upon attaining the required minimum balance, additional funds will be allocated to the Insurance Fund during the annual budgeting process based upon the results of periodic reviews of the Insurance Fund to assess its sufficiency. Actual placement of additional funds into the Insurance Fund may occur at any time during

the fiscal year when cash flow requirements permit same.

(e) In the event that the Insurance Fund is used to pay a catastrophic loss, upon a recommendation by the CEO, General Manager/Secretary-Treasurer, the Board of Trustees will determine and approve a schedule for replenishment of the Fund up to the minimum amount provided for in subsection (c) hereof.

(f) At least every two years, an evaluation, including appropriate actuarial studies of the Authority's loss experience shall be conducted. The evaluation will determine the liability to be reflected on the Authority's balance sheet.  
(Res. 2011-79. Passed 9-20-11. Res. 2017-121. Passed 12-19-17.)

#### **460.07 SUPPLEMENTAL PENSION FUND.**

(a) The Supplemental Pension Fund will be used to account for the assets held by the Authority in a trustee capacity for payment of benefits relating primarily to certain retired employees of the Authority.

(b) Employees covered by the Supplemental Pension Fund include:

- (1) Retirees with pension credit from Cleveland Railway Company;
- (2) Retirees and current employees who later retire from the Authority, having left a predecessor agency to serve in the Armed Forces and resuming employment with that predecessor or the Authority within the time specified;
- (3) Certain retirees on disability pension who retired before August 1, 1982;
- (4) All covered retirees and current employees who later retire from the Authority to the extent of a pension of three dollars (\$3.00) per month;
- (5) Certain surviving spouses of deceased retirees under options selected at retirement.

~~(a)~~ The Authority will determine the amounts required to meet expected obligations of the Supplemental Pension Fund. Any additional funds determined to be needed will be allocated during the annual budgeting process of the Authority. Any excess funds may be transferred to the revenue stabilization fund.  
(Res. 2011-79. Passed 9-20-11; Res. 2017-121. Passed 12-19-17.)

#### **460.08 LAW ENFORCEMENT FUND.**

(a) The Law Enforcement Fund will be used to account for monies received from the federal government as a result of GCRTA participation in federal law enforcement efforts leading to the seizure and forfeiture of property.

(b) The expenditure of monies from the Law Enforcement Fund shall be in accordance with the guidelines established by the United States Attorney General on seizure and forfeiture of property, and shall be limited to expenditures not otherwise budgeted.

(Res. 2011-79. Passed 9-20-11. Res. 2017-121. Passed 12-19-17.)

**460.09 INVESTMENT OF AUTHORITY FUNDS.**

(a) Objective. Achieve the maximum financial return for the Authority consistent with prudent market and credit risks while conforming to applicable federal and state laws and consistent with the cash flow requirements of the Authority, matching maturities and/or marketability at par, to meet outstanding obligations and financial commitments.

(b) Selection of instruments of investment is governed by the Ohio Depository Act (Ohio R.C. Chapter 135). Instruments available for investment include, but are not limited to:

- (1) Repurchase agreements of U.S. Government securities and Government-guaranteed agency securities.
- (2) Secured certificates of deposit.
- (3) U.S. Government securities (Treasury bills, notes and bonds).
- (4) Securities of U.S. Government agencies or instrumentalities, such as FNMA (Federal National Mortgage Association), GNMA (Government National Mortgage Association), FHLMC (Federal Home Loan Mortgage Corporation) and FFCB (Federal Farm Credit Bank).
- (5) State Treasury Asset Reserve of Ohio (Star Ohio) and other funds which may be permitted under Ohio Law.
- (6) Bonds, or other obligations of the State of Ohio, or the political subdivisions of this State, provided that these bonds comply with Ohio R.C. 135.14.
- (7) No-load money market mutual funds consisting exclusively of obligations described in paragraphs (b)(3) and (b)(4) above.
- (8) Commercial paper provided that it complies with Ohio R.C. 135.14.
- (9) Bankers acceptances of banks that are insured by the Federal Deposit Insurance Corporation with a maximum maturity of 180 days.

(c) Detailed records of all transactions concerning the investment of Authority funds shall be maintained. These records will be maintained in accordance with Chapter 216, Public Records.

(d) Appropriate checks and balances shall be maintained in the decision-making process concerning investment transactions to ensure adequate protection of the public interest and minimize the potential for fraud.

(e) Each month a report summarizing investment transactions and earnings will be prepared for submission to the Board of Trustees.

(Res. 2011-79. Passed 9-20-11. Res. 2017-121. Passed 12-19-17.)

**460.10 DECLARATIONS OF OFFICIAL INTENT AND ALLOCATIONS  
~~RE-FOR~~ REIMBURSEMENT OF TEMPORARY ADVANCES  
FOR CAPITAL EXPENDITURES FROM SUBSEQUENT  
BORROWINGS.**

(a) Definitions. As used in this section:

- (1) "Allocation" means written evidence that proceeds of obligations issued subsequent to the payment of a capital expenditure are to effect the reimbursement of the Authority for such payments.
- (2) "Authorized officer" means the CEO, General Manager/ Secretary-Treasurer of the Authority and any person with authority at the time to exercise functions of the respective office.
- (3) "Capital expenditures" means any expense for an item that is properly depreciable or amortizable or is otherwise treated as a capital expenditure for purposes of the Internal Revenue Code of 1986, as amended (hereinafter "the Code"), as well as any costs of issuing reimbursement bonds.
- (4) "Declaration of official intent" means a written declaration that the Authority intends to fund a capital expenditure with an issue of reimbursement bonds and reasonably expects to be reimbursed from the proceeds of such an issue.
- (5) "Issuer" means either a governmental unit that is reasonably expected to issue obligations or a governmental entity or 501(c)(3) organization that is reasonably expected to borrow funds from the actual issuer of the obligations.
- (6) "Reimbursement" means the restoration to the Authority of money temporarily advanced from other funds of the Authority to pay for capital expenditures before the issuance of obligations intended to fund such capital expenditure. "To reimburse" means to make such a restoration.
- (7) "Reimbursement bonds" means obligations that are issued to reimburse the Authority for capital expenditures previously paid by or for the Authority.
- (8) "Reimbursement regulations" means Treasury Regulations § 150-2 and any amendments thereto or superseding regulations, whether in proposed, temporary or final form, as applicable, prescribing conditions under which the proceeds of obligations, when allocated or applied to a reimbursement, will be treated as "spent" for purposes of Sections 103 and 141 to 150 of the Code.

(b) Authorization to Make Declarations of Official Intent and Allocations. Each authorized officer is hereby authorized to make declarations of official intent, which satisfy the reimbursement regulations, on behalf of the Authority, with respect to capital expenditures to be paid from moneys temporarily available that are reasonably

expected to be reimbursed (in accordance with applicable authorizations, policies and practices) from the proceeds of reimbursement bonds, and to make timely allocations, which satisfy the reimbursement regulations, of the proceeds of such reimbursement bonds to reimburse prior capital expenditures, and to take or cause to be taken any other actions that may be appropriate to satisfy the requirements of the reimbursement regulations, or any other Treasury regulations, so that proceeds used for reimbursement will be treated as "spent" on the prior capital expenditures for purposes of Sections 103 and 141 to 150 of the Code. All declarations of official intent and allocations heretofore made on behalf of the Authority are hereby ratified and adopted.

(Res. 1994-226. Passed 12-20-94; Res. 1999-147. Passed 10-26-99; Res. 2017-121. Passed 12-19-17.)

RESOLUTION NO. 2026-28

AMENDING CHAPTER 460 OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

WHEREAS, pursuant to Resolution No. 1989-176, the Board of Trustees (“Board”) of the Greater Cleveland Regional Transit Authority (“Authority”) codified the resolutions establishing its policies and procedures; and

WHEREAS, in order to conform the Authority’s financial policies to current budgetary and operational needs, Chapter 460 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority (“Code Book”) must be revised; and

WHEREAS, staff has determined that the transfer of sales tax revenues from the General Fund to capital improvements should be not less than five percent during fiscal years 2026, 2027, and 2028.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That Code Book Chapter 460 is hereby amended to read as specified in Attachment A hereto.

Section 2. That the Board of Trustees hereby waives the fourteen-day period provided for in Article XI, Section 2 of the Bylaws.

Section 3. That this resolution shall become effective immediately upon its adoption.

Attachments: A. Chapter 460 Financial Policies; Funds

Adopted: May 19, 2026

\_\_\_\_\_  
President

Attest: \_\_\_\_\_  
Secretary-Treasurer

CHAPTER 460  
Financial Policies; Funds

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**460.01 PURPOSE AND SCOPE.**

(a) The financial policies described herein are designed to provide a comprehensive framework for the management of the revenues and financial resources of the Authority. They provide guidelines for decision-making by the Board of Trustees and management on how the financial resources of the Authority shall be used to achieve the Authority's mission to provide public transportation services; to meet the obligations of the Authority; and to protect the public interest.

(b) The financial policies established herein cover the following areas:

- (1) General Fund;
- (2) Reserve Fund;
- (3) Capital Improvement Fund;
- (4) Bond Retirement Fund;
- (5) Insurance Fund;
- (6) Supplemental Pension Fund;
- (7) Law Enforcement Fund; and
- (8) Investment of Authority Funds.

(Res. 1998-90. Passed 7-21-98; Res. 2011-79. Passed 9-20-11; Res. 2017-121. Passed 12-19-17. Res. 2025-119. Passed 12-16-2025.)

**460.02 GENERAL FUND.**

(a) The General Fund will be used to pay the day-to-day operating obligations of the Authority.

(b) The annual appropriation budget shall be approved by the Board of Trustees by December 31 of each year for the ensuing fiscal year.

(c) Policy goals to measure and/or control operating expenses and revenues will be:

- (1) The goal for the operating ratio (operating revenues divided by operating expenses) is to be at or greater than twenty-five percent with a long-range objective of having operating revenue cover an increasing proportion of operating expenses. Operating revenues shall include passenger fare and advertising and sponsorship revenues. Operating expenses, where applicable, shall be defined to include capitalized operating expenses.
- (2) In order to maintain an adequate fund balance to mitigate current and future risks, the Authority's goal shall be to maintain a general fund

balance of at least one month's operating expenses.

A. In the event that this goal is not maintained, or if the financial forecast projects the ending balance to be below this level, a plan shall be developed to replenish the fund balance.

- (3) The goal for growth in the cost of delivering a unit of service (cost per service hour) will be to remain at or below the rate of inflation.
- (4) The goal for debt service coverage (total operating revenue minus operating expenditures divided by debt service requirements) will be to remain at a minimum of 1.5.

(d) Management shall provide the Board of Trustees with at least quarterly reports on actual versus budget performance for revenues and expenses.

(Res. 2011-79. Passed 9-20-11; Res. 2012-112. Passed 12-18-12. Res. 2017-15. Passed 3-21-17; Res. 2017-80. Passed 9-19-17; Res. 2017-121. Passed 12-19-17; Res. 2020-97. Passed 12-15-20.)

#### **460.03 RESERVE FUND.**

(a) A Reserve Fund containing sub-accounts may be established and maintained to protect the Authority from economic downturns.

(b) The Reserve Fund sub-accounts and criteria for management and balances are below.

- (1) Reserve for fuel: Annual savings resulting when actual expenditures are less than the budgeted line item for fuel may be placed in this sub-account to protect the Authority from a significant and continuing rise in fuel prices.
- (2) Reserve for compensated absences: Excess funds from the General Fund may be placed in this sub-account to ensure payment to employees for vacation time that has been earned. This reserve shall not exceed twenty-five percent of the accrued liability for compensated absences.
- (3) Reserve for hospitalization: Excess funds from the General Fund may be placed in this sub-account to protect against substantial cost increases from unfunded mandates or out of the ordinary costs for catastrophic illnesses. The reserve shall not exceed ten percent of annual hospitalization costs.
- (4) Reserve for 27th payroll expense: The authority has two different payroll cycles; one cycle for hourly employees and one for salaried employees. Within each cycle, there is an extra pay date (27th payroll expense) that occurs every twelve years. This reserve shall be funded to the best of the Authority's ability in order to plan for this additional payroll expense.
- (5) A rolling stock replacement fund account may be established to set aside funds to systematically replace aging revenue vehicles. Funds should be amassed in this replacement fund and then transferred to the

Capital Improvement Fund to assist in meeting this major capital requirement.

- (6) Reserve for revenue stabilization: Excess funds from the General Fund may be placed in this sub-account to protect against substantial decreases in revenues. Funds should be amassed in this stabilization fund and then transferred to the General Fund when needed to maintain a one-month ending balance in the General Fund. The Authority shall maintain at least a fifteen-day ending balance in the revenue stabilization fund.
- (7) Reserve for transit-oriented development: Funds received from the sale of real property may be placed in this sub-account for use in transit-oriented development projects.  
(Res. 2020-97. Passed 12-15-20; Res. 2021-108. Passed 12-21-21; Res. 2025-119. Passed 12-16-2025.)

#### **460.04 CAPITAL IMPROVEMENT FUND.**

(a) The Capital Improvement Fund shall be used to account for the construction and acquisition of major capital facilities and equipment. It shall include funds to match federal and state grants as well as funds to be used for capital construction and acquisition without the benefit of any grant funding. The Capital Improvement Fund will consist of the RTA Capital Fund and the RTA Development Fund.

(b) Projects that are locally funded, smaller and more routine in nature, generally less than one hundred fifty thousand dollars (\$150,000) and have a useful life not exceeding five years will primarily be budgeted in the RTA Capital Fund.

(c) The RTA Development Fund will consist of projects that are larger, generally greater than one hundred fifty thousand dollars (\$150,000) and have a useful life greater than five years. These projects can be supported through local, federal, and state funding, of which, federal and state funding may require a local match.

(d) The Authority will strive to take advantage of all available state and federal grants and other financing programs for capital improvements including but not limited to State of Ohio public transportation grants, Federal Highway Administration programs, programs of the Federal Transit Administration, and the Federal Emergency Management Agency.

(e) Items that have a useful life in excess of one year and an acquisition cost in excess of five thousand dollars (\$5,000) are considered to be capital expenditures.

(f) An amount of at least ten percent of sales tax revenues shall be allocated to capital improvement on an annual basis, except that an amount of not less than five percent of sales tax revenues shall be allocated to capital improvement in fiscal years 2026, 2027, and 2028. This amount shall be allocated directly to the Capital

Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments.

(g) Recognizing that the capital program requires a critical balance between maintenance of existing assets and expansion efforts, the following policy objective will be used to develop the annual capital budget. The percentage goal of capital maintenance outlay to capital expansion outlay will be a minimum of seventy-five percent and maximum of ninety percent.

(Res. 2011-79. Passed 9-20-11; Res. 2017-121. Passed 12-19-17; Res. 2020-97. Passed 12-15-20.)

#### **460.05 BOND RETIREMENT FUND.**

(a) The Bond Retirement Fund will be used to provide the funds necessary for the payment of principal and interest on debt obligations.

(b) Each month, sales and use tax revenues in an amount, together with anticipated investment earnings on the amounts deposited, calculated to accumulate sufficient funds to meet the next ensuing principal and interest payments due on the Authority's unvoted general obligation notes and bonds, is deposited in the Bond Retirement Fund. The balance in that Fund will drop to a near zero balance once each year in conformance with federal tax law restrictions on arbitrage earnings.

(Res. 2017-121. Passed 12-19-17; Res. 2025-119. Passed 12-16-2025.)

#### **460.06 INSURANCE FUND.**

(a) The Insurance Fund will be used to provide resources to protect against catastrophic or extraordinary losses. It is not used to pay ordinary and routine losses of the Authority incurred on an on-going basis and handled by the Claims Section of the Legal Department of the Authority.

(b) The Authority is insured through both self-insurance and purchased insurance. Purchased insurance for property and equipment losses as well as for liability is to be purchased on the open insurance market. The basis for the Insurance Fund structure and minimum balance shall be determined annually by the Risk Manager.

(c) The minimum balance to be maintained in the Insurance Fund shall be based on the recommendation of the Risk Manager, taking into consideration the balance between self-insurance and purchased insurance requirements.

(d) Upon attaining the required minimum balance, additional funds will be allocated to the Insurance Fund during the annual budgeting process based upon the results of periodic reviews of the Insurance Fund to assess its sufficiency. Actual placement of additional funds into the Insurance Fund may occur at any time during

the fiscal year when cash flow requirements permit same.

(e) In the event that the Insurance Fund is used to pay a catastrophic loss, upon a recommendation by the CEO, General Manager/Secretary-Treasurer, the Board of Trustees will determine and approve a schedule for replenishment of the Fund up to the minimum amount provided for in subsection (c) hereof.

(f) At least every two years, an evaluation, including appropriate actuarial studies of the Authority's loss experience shall be conducted. The evaluation will determine the liability to be reflected on the Authority's balance sheet.  
(Res. 2011-79. Passed 9-20-11. Res. 2017-121. Passed 12-19-17.)

#### **460.07 SUPPLEMENTAL PENSION FUND.**

(a) The Supplemental Pension Fund will be used to account for the assets held by the Authority in a trustee capacity for payment of benefits relating primarily to certain retired employees of the Authority.

(b) Employees covered by the Supplemental Pension Fund include:

- (1) Retirees with pension credit from Cleveland Railway Company;
- (2) Retirees and current employees who later retire from the Authority, having left a predecessor agency to serve in the Armed Forces and resuming employment with that predecessor or the Authority within the time specified;
- (3) Certain retirees on disability pension who retired before August 1, 1982;
- (4) All covered retirees and current employees who later retire from the Authority to the extent of a pension of three dollars (\$3.00) per month;
- (5) Certain surviving spouses of deceased retirees under options selected at retirement.

~~(a)~~ The Authority will determine the amounts required to meet expected obligations of the Supplemental Pension Fund. Any additional funds determined to be needed will be allocated during the annual budgeting process of the Authority. Any excess funds may be transferred to the revenue stabilization fund.  
(Res. 2011-79. Passed 9-20-11; Res. 2017-121. Passed 12-19-17.)

#### **460.08 LAW ENFORCEMENT FUND.**

(a) The Law Enforcement Fund will be used to account for monies received from the federal government as a result of GCRTA participation in federal law enforcement efforts leading to the seizure and forfeiture of property.

(b) The expenditure of monies from the Law Enforcement Fund shall be in accordance with the guidelines established by the United States Attorney General on seizure and forfeiture of property, and shall be limited to expenditures not otherwise budgeted.

(Res. 2011-79. Passed 9-20-11. Res. 2017-121. Passed 12-19-17.)

#### **460.09 INVESTMENT OF AUTHORITY FUNDS.**

(a) Objective. Achieve the maximum financial return for the Authority consistent with prudent market and credit risks while conforming to applicable federal and state laws and consistent with the cash flow requirements of the Authority, matching maturities and/or marketability at par, to meet outstanding obligations and financial commitments.

(b) Selection of instruments of investment is governed by the Ohio Depository Act (Ohio R.C. Chapter 135). Instruments available for investment include, but are not limited to:

- (1) Repurchase agreements of U.S. Government securities and Government-guaranteed agency securities.
- (2) Secured certificates of deposit.
- (3) U.S. Government securities (Treasury bills, notes and bonds).
- (4) Securities of U.S. Government agencies or instrumentalities, such as FNMA (Federal National Mortgage Association), GNMA (Government National Mortgage Association), FHLMC (Federal Home Loan Mortgage Corporation) and FFCB (Federal Farm Credit Bank).
- (5) State Treasury Asset Reserve of Ohio (Star Ohio) and other funds which may be permitted under Ohio Law.
- (6) Bonds, or other obligations of the State of Ohio, or the political subdivisions of this State, provided that these bonds comply with Ohio R.C. 135.14.
- (7) No-load money market mutual funds consisting exclusively of obligations described in paragraphs (b)(3) and (b)(4) above.
- (8) Commercial paper provided that it complies with Ohio R.C. 135.14.
- (9) Bankers acceptances of banks that are insured by the Federal Deposit Insurance Corporation with a maximum maturity of 180 days.

(c) Detailed records of all transactions concerning the investment of Authority funds shall be maintained. These records will be maintained in accordance with Chapter 216, Public Records.

(d) Appropriate checks and balances shall be maintained in the decision-making process concerning investment transactions to ensure adequate protection of the public interest and minimize the potential for fraud.

(e) Each month a report summarizing investment transactions and earnings will be prepared for submission to the Board of Trustees.

(Res. 2011-79. Passed 9-20-11. Res. 2017-121. Passed 12-19-17.)

#### **460.10 DECLARATIONS OF OFFICIAL INTENT AND ALLOCATIONS**

**FOR REIMBURSEMENT OF TEMPORARY ADVANCES FOR  
CAPITAL EXPENDITURES FROM SUBSEQUENT  
BORROWINGS.**

- (a) Definitions. As used in this section:
- (1) "Allocation" means written evidence that proceeds of obligations issued subsequent to the payment of a capital expenditure are to effect the reimbursement of the Authority for such payments.
  - (2) "Authorized officer" means the CEO, General Manager/ Secretary-Treasurer of the Authority and any person with authority at the time to exercise functions of the respective office.
  - (3) "Capital expenditures" means any expense for an item that is properly depreciable or amortizable or is otherwise treated as a capital expenditure for purposes of the Internal Revenue Code of 1986, as amended (hereinafter "the Code"), as well as any costs of issuing reimbursement bonds.
  - (4) "Declaration of official intent" means a written declaration that the Authority intends to fund a capital expenditure with an issue of reimbursement bonds and reasonably expects to be reimbursed from the proceeds of such an issue.
  - (5) "Issuer" means either a governmental unit that is reasonably expected to issue obligations or a governmental entity or 501(c)(3) organization that is reasonably expected to borrow funds from the actual issuer of the obligations.
  - (6) "Reimbursement" means the restoration to the Authority of money temporarily advanced from other funds of the Authority to pay for capital expenditures before the issuance of obligations intended to fund such capital expenditure. "To reimburse" means to make such a restoration.
  - (7) "Reimbursement bonds" means obligations that are issued to reimburse the Authority for capital expenditures previously paid by or for the Authority.
  - (8) "Reimbursement regulations" means Treasury Regulations § 150-2 and any amendments thereto or superseding regulations, whether in proposed, temporary or final form, as applicable, prescribing conditions under which the proceeds of obligations, when allocated or applied to a reimbursement, will be treated as "spent" for purposes of Sections 103 and 141 to 150 of the Code.

(b) Authorization to Make Declarations of Official Intent and Allocations. Each authorized officer is hereby authorized to make declarations of official intent, which satisfy the reimbursement regulations, on behalf of the Authority, with respect to capital expenditures to be paid from moneys temporarily available that are reasonably expected to be reimbursed (in accordance with applicable authorizations, policies and practices) from the proceeds of reimbursement bonds, and to make timely allocations, which satisfy the reimbursement regulations, of the proceeds of such reimbursement

bonds to reimburse prior capital expenditures, and to take or cause to be taken any other actions that may be appropriate to satisfy the requirements of the reimbursement regulations, or any other Treasury regulations, so that proceeds used for reimbursement will be treated as "spent" on the prior capital expenditures for purposes of Sections 103 and 141 to 150 of the Code. All declarations of official intent and allocations heretofore made on behalf of the Authority are hereby ratified and adopted.

(Res. 1994-226. Passed 12-20-94; Res. 1999-147. Passed 10-26-99; Res. 2017-121. Passed 12-19-17.)

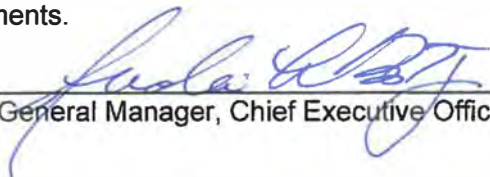


Greater Cleveland Regional Transit Authority  
**STAFF SUMMARY AND COMMENTS**

TITLE/DESCRIPTION:  ADOPTING CHAPTER 852 OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY	Resolution No.: 2026-29
	Date: May 14, 2026
	Initiator: Operations
ACTION REQUEST: X Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 PURPOSE/SCOPE: This action will approve adoption of Chapter 852 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority ("Code Book") for the Protection of Transit System Assets, Employees, and Passengers.
- 2.0 DESCRIPTION/JUSTIFICATION: Pursuant to R.C.306.35(D)(2)-(4), regional transit authorities may establish a policy for the enforcement of rules of conduct on transit authority property. The adoption of this resolution authorizes the General Manager, Chief Executive Officer to establish regulations that specifically promote the preservation of good order within or on transit vehicles or transit property, provide for the protection and preservation of all property and life within or on the transit system, and regulate and enforce the collection of fares by instituting enforcement standards.
- 3.0 PROCUREMENT BACKGROUND: Does not apply.
- 4.0 DBE/AFFIRMATIVE ACTION BACKGROUND: Does not apply.
- 5.0 POLICY IMPACT: Adoption of the resolution will promote enforcement of current rules and regulations and also authorize the establishment of new rules and regulations to protect transit system assets, employees, and passengers, as permitted by R.C. 306.35.
- 6.0 ECONOMIC IMPACT: Does not apply.
- 7.0 ALTERNATIVES: Failure to adopt the resolution may prevent the Authority from promulgating enforceable regulations and procedures that would assist with the preservation and protection of the Authority's assets, employees, and passengers.
- 8.0 RECOMMENDATION: On May 5, 2026, the Committee of the Whole reviewed and discussed the proposed new Code Book policy and referred it to the full Board of Trustees for consideration. It is recommended that this resolution adopting the new policy be adopted.
- 9.0 ATTACHMENTS: None

Recommended and certified as appropriate to the availability of funds, legal form, and conformance with the Procurement requirements.

  
\_\_\_\_\_  
General Manager, Chief Executive Officer

RESOLUTION NO. 2026-29

ADOPTING CHAPTER 852 PROTECTION OF TRANSIT SYSTEM ASSETS, EMPLOYEES, AND PASSENGERS OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

WHEREAS, pursuant to Resolution No. 1989-176, the Board of Trustees of the Greater Cleveland Regional Transit Authority ("Authority") codified the resolutions establishing its policies and procedures; and

WHEREAS, the Board of Trustees has been granted the power and authority, pursuant to Chapter 306 of the Ohio Revised Code, to manage and conduct the affairs of the Authority; and

WHEREAS, the Authority has conducted a review and determined that regulations and procedures providing for the preservation of good order within or on transit vehicles or transit property, for the protection and preservation of all property and life within the transit system, and for the regulation and enforcement of the collection of fares are necessary; and

WHEREAS, Chapter 852 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority ("Code Book") should be adopted in order to establish a policy for the enforcement of rules of conduct on transit authority property.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That Code Book Chapter 852 is hereby adopted as specified in Attachment A hereto.

Section 2. That the Board of Trustees hereby waives the fourteen-day period provided for in Article XI, Section 2 of the Bylaws.

Section 3. That this resolution shall be effective immediately upon its adoption.

Attachment: A. Chapter 852 Protection of Transit System Assets, Employees, and Passengers

Adopted: May 19, 2026

\_\_\_\_\_  
President

Attest: \_\_\_\_\_  
Secretary-Treasurer

CHAPTER 852  
PROTECTION OF TRANSIT SYSTEM ASSETS,  
EMPLOYEES, AND PASSENGERS

(a) It is the policy of the Authority to provide for the safety and protection of its employees and customers, as well as its property and facilities. To best serve the public, the Authority will promote an environment that is safe, secure, and respectful by facilitating proper use of its transit assets and by affirming the Authority's commitment to fostering a safe and comfortable experience for all members of the public that use the transit system, including Authority employees.

(b) The Authority is committed to setting clear expectations for behavior, while discouraging disruptive or illegal activities on or around Authority vehicles, property, and transit facilities. The Authority will establish guidelines that promote safety and security, enhance customer experience, and facilitate efficiency and fair usage of the transit system, while outlining enforcement standards. The enactment of policies and procedures that clearly define and address inappropriate and/or illegal behavior throughout the transit system will provide more comfortable conditions, thereby increasing ridership.

(c) For preservation of good order within or on transit vehicles, transit property, and transit facilities, to provide for protection and preservation of all property and life within the transit system, and to regulate and enforce the collection of fares, the General Manager/Chief Executive Officer will adopt regulations and procedures that protect transit system assets, employees, and passengers, and advance the terms of this policy.

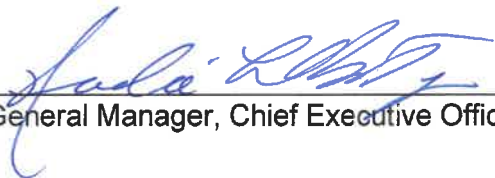


TITLE/DESCRIPTION: <b>CONTRACT: AUTHORIZING THE PURCHASE AND DELIVERY OF TWENTY-SIX (26) AMERICAN BUS ENDERA PARATRANSIT VEHICLES</b>  <b>VENDOR: AMERICAN BUS &amp; ACCESSORIES, INC.</b>  <b>AMOUNT: \$3,989,791</b>	Resolution No.: 2026-30
	Date: May 14, 2026
	Initiator: Fleet Management Department
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to enter into a contract for the manufacture and delivery of twenty-six (26) wheelchair-equipped, American Bus Endera paratransit vehicles through the Ohio Department of Transportation, Cooperative Purchasing Program (“Cooperative Purchasing Program”).
- 2.0 **DESCRIPTION/JUSTIFICATION:** These twenty-six (26) paratransit vehicles will be used by the Authority’s Paratransit District and will replace vehicles that have exceeded their useful life in age and/or mileage, according to the Authority’s vehicle replacement policy and guidelines.
- 3.0 **PROCUREMENT BACKGROUND.** In Chapter 410 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority (“Code Book”), the Board of Trustees has authorized the General Manager, Chief Executive Officer to utilize the State of Ohio Cooperative Purchasing Program. R.C. 5513.01(B) provides political subdivisions within the State of Ohio the opportunity to participate in cooperative purchasing contracts executed by the State of Ohio, Department of Transportation, for the purchase of equipment, materials, supplies, or other tangible assets.  
  
 This resolution will authorize the purchase and delivery of twenty-six (26) American Bus Endera paratransit vehicles through Cooperative Purchasing Program Contract No. 248-24 at a unit price of \$153,453.50, for a total contract amount not to exceed \$3,989,791. The unit prices established under the Cooperative Purchasing Program result from a competitive process. A price analysis has been performed, and the Procurement Department has determined that the price is fair and reasonable to the Authority.
- 4.0 **DBE BACKGROUND:** As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on Authority projects until further notice.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** This contract shall be payable from the RTA Development Fund, Fleet Management Department budget, including but not limited to Capital Grants OH-2021-009 & OH-2025-04-0307 and local advance funds of NOACA 5310 awards, and local funds for spare parts, for a total contract amount not to exceed \$3,989,791 (\$3,188,917.40 in federal funds, which represents 79.9% of the total cost).
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would impair the Authority’s ability to provide reliable and timely paratransit service.

- 8.0 RECOMMENDATION: This procurement was discussed at the May 5, 2026 Organizational, Services & Performance Monitoring Committee meeting. It is recommended that the offer from American Bus & Accessories, Inc. be accepted and the resolution adopted authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 ATTACHMENT: None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.

  
General Manager, Chief Executive Officer

RESOLUTION NO. 2026-30

AUTHORIZING CONTRACT NO. 2026-056 WITH AMERICAN BUS & ACCESSORIES, INC. FOR THE PURCHASE OF TWENTY-SIX (26) PARATRANSIT VEHICLES, AS SPECIFIED, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$3,989,791 (RTA DEVELOPMENT FUND, FLEET MANAGEMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") has identified the need to purchase paratransit vehicles to replace those that have reached or exceeded their useful life; and

WHEREAS, paratransit vehicles are available through the Ohio Department of Transportation Cooperative Purchasing Program ("Cooperative Purchasing Program"); and

WHEREAS, R.C. 5513.01(B) provides political subdivisions within the State of Ohio with the opportunity to participate in contracts executed by the Cooperative Purchasing Program for the purchase of equipment, materials, supplies, or other tangible assets; and

WHEREAS, the Board of Trustees authorized utilization of the Cooperative Purchasing Program in Resolution No. 2017-102, as set forth in Chapter 410 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority; and

WHEREAS, R.C. Section 306.43(H)(4) provides that competitive procedures are not required when an expenditure is made from another political subdivision, public agency, public transit system, regional transit authority, the state, or the federal government, or as a beneficiary under a state or federal procurement contract, or as a participant in a Department of Administrative Services contract under section 125.04 (B) of the Ohio Revised Code; and

WHEREAS, through Contract No. 248-24 with the Cooperative Purchasing Program, American Bus & Accessories, Inc., located at 123 City Centre Drive, Cincinnati, OH 45216, has offered to manufacture and deliver twenty-six (26) paratransit vehicles, as specified, at a unit price of \$153,453.50, for a total amount not to exceed \$3,989,791; and

WHEREAS, the General Manager, Chief Executive has determined it is in the best interest of the Authority to purchase the twenty-six (26) paratransit vehicles from American Bus & Accessories, Inc. utilizing the Cooperative Purchasing Program and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the offer from American Bus & Accessories, Inc., through the Cooperative Purchasing Program, for the manufacture and delivery of twenty-six (26) paratransit vehicles be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to contract with American Bus & Accessories, Inc. for the purchase of twenty-six (26) paratransit vehicles.

Section 3. That said contract shall be payable from the RTA Development Fund, Fleet Management Department budget, including but not limited to Capital Grants OH-2021-009 & OH-2025-04-0307 and local advance funds of NOACA 5310 awards, and local funds for spare parts, for a total contract amount not to exceed \$3,989,791 (\$3,188,917.40 in federal funds, which represents 79.9% of the total cost).

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor to the specifications and addenda, thereto, if any; bonding and insurance requirements; and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: \_\_\_\_\_

\_\_\_\_\_  
President

Attest: \_\_\_\_\_  
Secretary- Treasurer



To: Mayor Paul A. Koomar, President  
and Members, Board of Trustees

From: *My For:* India L. Birdsong Terry  
General Manager, Chief Executive Officer

Date: May 15, 2026

Subject: ANNUAL KRONOS SaaS SUBSCRIPTION AND SUPPORT SERVICES FOR A  
THREE-YEAR PERIOD

At the May 19, 2026 Board of Trustees meeting, staff will request approval of a resolution for the renewal of its Kronos software maintenance and support. This procurement is for a recurring renewal to support the Authority's timekeeping and attendance software for a period of three years. This procurement was not presented at Committee due to the dollar amount and nature of the procurement. The requested contract amount is 0.25% below the independent cost estimate for this purchase.

Please call me if you have any questions or require additional information prior to Tuesday's meeting.

Attachments: Resolution Package

IBT/SB



<b>TITLE/DESCRIPTION:</b> <b>CONTRACT:</b> UKG ANNUAL SaaS SUBSCRIPTION & SUPPORT RENEWAL  <b>VENDOR:</b> UKG KRONOS SYSTEMS, LLC  <b>AMOUNT:</b> NOT TO EXCEED \$497,822.02 FOR A THREE-YEAR PERIOD, BASED ON AN AMOUNT NOT TO EXCEED \$161,060.54 FOR YEAR ONE, \$165,892.35 FOR YEAR TWO, AND \$170,869.13 FOR YEAR THREE.	<b>Resolution No.:</b> 2026-31
	<b>Date:</b> May 14, 2026
	<b>Initiator:</b> Management Information Services Department
<b>ACTION REQUEST:</b> <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to enter into a contract to provide SaaS subscription and support for Workforce Dimensions, the Authority’s timekeeping and attendance system, for a period of three years.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The Authority has utilized UKG Kronos Systems, LLC, fka Kronos, Incorporated (“UKG”) software technology applications since 1998. Annual subscription fees and support are required to maintain the UKG applications and equipment (time clocks). Additionally, UKG is a companion product for payroll processing. UKG technology and applications are proprietary products originally designed by Kronos. The support services will provide the Authority with timely, expert support to resolve any critical issues.
- 3.0 **PROCUREMENT BACKGROUND:** R.C. 306.43(H)(3) provides that competitive procedures are not required when the expenditure is for a renewal or renegotiation of a lease or license for telecommunications or electronic data processing equipment, services, or systems, or for the upgrade of such equipment, services, or systems, or for the maintenance thereof, as supplied by the original source or its successors or assigns. Kronos was the original provider of the Authority’s timekeeping and attendance system and developed the applications on a proprietary basis. Kronos and Ultimate Software merged in April of 2020. As a result, UKG is now the only source for renewal of the subscription and support services.

The Authority received a renewal quote from UKG on March 25, 2026, offering to continue the UKG SaaS subscription, time clock rental, maintenance and support for the Authority’s timekeeping and attendance system for a three-year period in an amount not to exceed \$497,822.02. The Management Information Services and Procurement Departments reviewed the offer for adherence to the technical requirements. The quote submitted by UKG is approximately 0.24% below the independent cost estimate, which was based on historical pricing.

A cost analysis has been completed, and the Procurement Department has determined that the price is fair and reasonable to the Authority.

- 4.0 **DBE BACKGROUND:** As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on Authority projects until further notice.

- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** This contract shall be payable through the General Fund, Management Information Services Department budget, in an amount not to exceed \$497,822.02 for a three-year period, based on an amount not to exceed \$161,060.54 for year one, \$165,892.35 for year two, and \$170,869.13 for year three.
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would leave the Authority's UKG applications, software, and equipment unlicensed and unsupported, which would jeopardize the functionality of critical HR and payroll systems.
- 8.0 **RECOMMENDATION:** It is recommended that the offer from UKG be accepted and the resolution adopted, authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 **ATTACHMENTS:** None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.

  
General Manager, Chief Executive Officer

RESOLUTION NO. 2026-31

AUTHORIZING CONTRACT NO. 2026-035 WITH UKG KRONOS SYSTEMS, LLC TO PROVIDE ANNUAL SaaS SUBSCRIPTION AND SUPPORT SERVICES FOR A THREE-YEAR PERIOD IN AN AMOUNT NOT TO EXCEED \$497,822.02, BASED ON AN AMOUNT NOT TO EXCEED \$161,060.54 FOR YEAR ONE, \$165,892.35 FOR YEAR TWO, AND \$170,869.13 FOR YEAR THREE (GENERAL FUND, MANAGEMENT INFORMATION SERVICES DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") currently utilizes UKG Kronos Systems, LLC, fka Kronos, Incorporated ("UKG"), licensed proprietary products for human resources management and payroll processing; and

WHEREAS, the UKG system is proprietary, and annual SaaS subscription, equipment and support services are required to use and maintain the application; and

WHEREAS, the SaaS subscription, equipment and support services are only available from UKG , located at 900 Chelmsford Street, Lowell, MA 01851, the successor to the rights of the original licensor of these products; and

WHEREAS, R.C. 306.43 (H)(3) provides that competitive procedures are not required when the expenditure is for renewal or renegotiation of a lease or license for telecommunications or electronic data processing equipment, services, or systems, or for the upgrade of such equipment, services, or systems, or for the maintenance thereof, as supplied by the original source or its successors or assigns; and

WHEREAS, UKG has offered to provide said SaaS subscription, equipment and support services in an amount not to exceed \$497,822.02 for a three-year period, with an annual amount not to exceed \$161,060.54 for year one, \$165,892.35 for year two, and \$170,869.13 for year three; and

WHEREAS, the General Manager, Chief Executive Officer deems the offer from UKG to provide SaaS subscription, equipment, and support services for a three-year period to be in the best interest of the Authority, and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the offer from UKG to provide SaaS subscription, equipment and support services for a three-year period be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with UKG to provide SaaS subscription, equipment and support services for the Authority's UKG applications for a three-year period.

Section 3. That said contract shall be payable from the General Fund, Management Information Services Department Budget in an amount not to exceed \$497,822.02 for a three-year period, based on an amount not to exceed \$161,060.54 for year one, \$165,892.35 for year two, and \$170,869.13 for year three.

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor to the specifications and addenda, if any; bonding and insurance requirements and all applicable laws relating to contractual obligations of the Authority.





<b>TITLE/DESCRIPTION:</b> <b>CONTRACT:</b> EZFARE MOBILE TICKET SERVICES  <b>VENDOR:</b> MASABI LLC  <b>AMOUNT:</b> NTE \$3,342,740 FOR A PERIOD OF TWO YEARS AND TEN MONTHS	<b>Resolution No.:</b> 2026-32
	<b>Date:</b> May 14, 2026
	<b>Initiator:</b> Management Information Services
<b>ACTION REQUEST:</b> <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to participate in an intergovernmental cooperative purchasing agreement to continue utilizing EZFare, the mobile ticketing solution made available through the NEORide Regional Council of Governments (“NEORide”).
  
- 2.0 **DESCRIPTION/JUSTIFICATION:** The Authority began utilizing a mobile ticketing solution in 2016. The original vendor ceased its mobile ticketing business at the end of 2022. The Authority then began participating in an intergovernmental cooperative purchasing agreement made available through NEORide which provided a comprehensive mobile fare collection solution to replace the Authority’s previously expiring mobile ticketing platform.
 

NEORide issued a competitive solicitation in March 2018 for a joint mobile ticketing solution and entered into an agreement with Masabi LLC. Masabi LLC offers backend, cloud-based software, a cloud-based customer portal, and a mobile application that provides both visual and electronic validation on Authority vehicles and at stations located throughout the service footprint. NEORide’s current cooperative purchasing agreement with Masabi LLC will expire March 12, 2029.

The use of EZFare has resulted in a positive experience for Authority customers since its implementation, and the Authority deems it favorable to renew the services provided by Masabi LLC through the intergovernmental cooperative purchasing agreement established by NEORide.
  
- 3.0 **PROCUREMENT BACKGROUND:** R.C. Section 306.43(J) authorizes the Authority to enter into intergovernmental cooperative purchasing agreements, including those entered into by a council of governments such as NEORide. The Authority’s Board of Trustees authorized membership in NEORide on September 24, 2019 by Resolution No. 2019-099. Pursuant to the Authority’s membership in NEORide, the Authority has negotiated the proposed EZFare mobile ticketing solution renewal with Masabi LLC. The term of the renewal is limited by the term of the contract between NEORide and Masabi LLC, which expires on March 12, 2029. The offer from Masabi LLC to continue providing the EZFare mobile ticketing solution for a total contract amount not to exceed \$3,342,740 for a period of two years and ten months was determined to be fair and reasonable to the Authority.
  
- 4.0 **DBE BACKGROUND:** As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on Authority projects until further notice.
  
- 5.0 **POLICY IMPACT:** Does not apply.

- 6.0 **ECONOMIC IMPACT:** This procurement shall be payable through the General Fund, Management Information Services Department budget, in an amount not to exceed \$3,342,740 for a period of two years and ten months.
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would prevent the Authority from offering a mobile ticketing option to customers, which could negatively affect ridership.
- 8.0 **RECOMMENDATION:** This renewal agreement was discussed by the Board of Trustees at the May 5, 2026 Organizational, Services & Performance Monitoring Committee meeting. It is recommended that the offer of Masabi LLC be accepted and the resolution adopted authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 **ATTACHMENTS:** None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



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General Manager, Chief Executive Officer

RESOLUTION NO. 2026-32

AUTHORIZING CONTRACT NO. 2026-063 WITH MASABI LLC TO PROVIDE EZFARE MOBILE TICKETING SERVICES IN A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$3,342,740 FOR A PERIOD OF TWO YEARS AND TEN MONTHS (GENERAL FUND, MANAGEMENT INFORMATION SERVICES DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") requires a renewal for its current mobile ticketing platform that will be ending May 31, 2026; and

WHEREAS, R.C. 306.43(J) authorizes the Authority to enter into intergovernmental purchasing agreements; and

WHEREAS, the Authority entered into an intergovernmental cooperative purchasing agreement with NEORide Council of Governments ("NEORide"), as authorized by the Board of Trustees in Resolution No. 2019-099; and

WHEREAS, NEORide has renewed its existing cooperative purchasing agreement with Masabi LLC, located at 1330 Avenue of the Americas, Suite 23A, New York, NY 10019, to offer NEORide's member transit agencies the EZFare mobile ticketing solution until March 12, 2029, the date the agreement with NEORide and Masabi LLC will expire; and

WHEREAS, the offer from Masabi LLC is made available through NEORide in an amount not to exceed \$3,342,740 for a period of two years and ten months; and

WHEREAS, the General Manager, Chief Executive Officer deems the negotiated offer from Masabi LLC to continue to provide the EZFare mobile ticketing solution through NEORide's agreement with Masabi LLC to be in the best interest of the Authority and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the offer from Masabi LLC to continue providing the EZFare mobile ticketing solution to the Authority be and the same is hereby accepted.

Section 2. The General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract renewal with Masabi LLC to continue providing mobile ticketing services.

Section 3. That said contract renewal shall be funded through the General Fund, Management Information Services Department budget, in an amount not to exceed \$3,342,740 for a period of two years and ten months.

Section 4. That said contract renewal shall be binding upon and an obligation of the Authority contingent upon future funding, compliance by the contractor with the specifications and addenda, if any; bonding and insurance requirements and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: May 19, 2026 \_\_\_\_\_

\_\_\_\_\_  
President

Attest: \_\_\_\_\_

Secretary-Treasurer

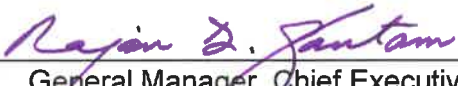


<b>TITLE/DESCRIPTION:</b> <b>CONTRACT:</b> TICKET VENDING MACHINES  <b>VENDOR:</b> SIGMA USA CORP  <b>AMOUNT:</b> NTE \$5,910,422 FOR THE BASE CONTRACT, AND AN OPTION FOR OPERATIONAL AND MAINTENANCE SERVICES IN AN AMOUNT NTE \$549,345, AND AN OPTION FOR FARE MEDIA IN AN AMOUNT NTE \$130,000, FOR A TOTAL CONTRACT AMOUNT NTE \$6,589,767	<b>Resolution No.:</b> 2026-33
	<b>Date:</b> May 14, 2026
	<b>Initiator:</b> Management Information Services
<b>ACTION REQUEST:</b> <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to enter into a contract for new ticket vending machines.
  
- 2.0 **DESCRIPTION/JUSTIFICATION:** The Authority currently has 117 ticket vending machines which sells magnetic fare media to customers at various locations throughout the Authority’s system. Implemented in 2007, the current units’ hardware and software are coming to their end of life as well as end of support. Repair parts are becoming difficult to obtain and units may have to be taken offline to provide parts to other machines. This contract will be to purchase 75 new ticket vending machines, as the adoption of digital fare collection has reduced the quantity of ticket vending machines needed by the Authority to maintain its revenue collection at its stations.
  
- 3.0 **PROCUREMENT BACKGROUND:** The Request for Proposals was posted on the Procurement Department website and advertised in the local newspapers. Seven proposals were received on December 9, 2025 in response to this solicitation. After evaluation by a panel of Authority employees, in accordance with established Procurement Department policies and procedures and subsequent negotiations, the proposal from SIGMA USA CORP, to provide new ticket vending machines in an amount not to exceed \$5,910,422 for the base contract, and an option for operational and maintenance services in an amount not to exceed \$549,345, and an option for fare media in an amount not to exceed \$130,000, for a total contract amount not to exceed \$6,589,767, was determined to be most advantageous to the Authority.  
  
 A cost analysis was performed, and the Procurement Department determined the negotiated amount to be fair and reasonable to the Authority. The negotiated pricing is 12% below the estimate for this purchase.
  
- 4.0 **DBE BACKGROUND:** As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on Authority projects until further notice.
  
- 5.0 **POLICY IMPACT:** Does not apply.

- 6.0 **ECONOMIC IMPACT:** This contract shall be payable through the RTA Development Fund, Management Information Services Department budget, including but not limited to Capital Grant OH-2021-050-307-5307, in an amount not to exceed \$3,000,000, Capital Grant OH-2023-042-307 in an amount not to exceed \$2,105,180, and Capital Grant OH-2025-040-337 in an amount not to exceed \$1,484,587, for a total contract amount not to exceed \$6,589,767 (\$5,271,813.60 in federal funds which represents 80% of the total cost).
- 7.0 **ALTERNATIVES:** Reject this offer. Rejection of this offer would delay the Authority's replacement of ticket vending machines, prolonging the need to maintain equipment that is nearing the end of its useful life.
- 8.0 **RECOMMENDATION:** This procurement was discussed by the Board of Trustees at the May 5, 2026 Organizational, Services & Performance Monitoring Committee meeting. It is recommended that the offer from SIGMA USA CORP be accepted and the resolution adopted authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 **ATTACHMENTS:** None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.

  
\_\_\_\_\_  
*FOR:* General Manager, Chief Executive Officer

RESOLUTION NO. 2026-33

AUTHORIZING CONTRACT NO. 2025-135 WITH SIGMA USA CORP TO PROVIDE TICKET VENDING MACHINES IN AN AMOUNT NOT TO EXCEED \$5,910,422 FOR THE BASE CONTRACT, AND AN OPTION FOR OPERATIONAL AND MAINTENANCE SERVICES IN AN AMOUNT NOT TO EXCEED \$549,345, AND AN OPTION FOR FARE MEDIA IN AN AMOUNT NOT TO EXCEED \$130,000, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$6,589,767 (DEVELOPMENT FUND, MANAGEMENT INFORMATION SERVICES DEPARTMENT BUDGET)

WHEREAS, in order to have revenue collection infrastructure that is modern and reliable, the Greater Cleveland Regional Transit Authority ("Authority") needs to purchase new ticket vending machines; and

WHEREAS, the Authority seeks to purchase 75 new ticket vending machines; and

WHEREAS, the proposal from SIGMA USA CORP, located at 18 Bridge Street 2A, Brooklyn, NY 11201, to provide ticket vending machines was received on December 9, 2025; and

WHEREAS, after negotiations, SIGMA USA CORP has offered to provide the ticket vending machines for an amount not to exceed \$5,910,422 for the base contract, and an option for operational and maintenance services in an amount not to exceed \$549,345, and an option for fare media in an amount not to exceed \$130,000, for a total contract amount not to exceed \$6,589,767; and

WHEREAS, the General Manager, Chief Executive Officer deems the negotiated offer of SIGMA USA CORP to be in the best interest of the Authority and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the offer of SIGMA USA CORP to provide ticket vending machines in an amount not to exceed \$5,910,422 for the base contract, and an option for operational and maintenance services in an amount not to exceed \$549,345, and an option for fare media in an amount not to exceed \$130,000, for a total contract amount not to exceed \$6,589,767 is hereby accepted. The General Manager, Chief Executive Officer shall have the authority to exercise each option.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with SIGMA USA CORP to provide ticket vending machines.

Section 3. That said contract shall funded from the RTA Development Fund, Management Information Services Department budget, including but not limited to Capital Grant OH-2021-050-307-5307, in an amount not to exceed \$3,000,000, Capital Grant OH-2023-042-307 in an amount not to exceed \$2,105,180, and Capital Grant OH-2025-040-337 in an amount not to exceed \$1,484,587, for a total contract amount not to exceed \$6,589,767 (\$5,271,813.60 in federal funds which represents 80% of the total cost).

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon future funding, compliance by the contractor with the specifications and addenda, if any; bonding and insurance requirements and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: \_\_\_\_\_

\_\_\_\_\_

President

Attest: \_\_\_\_\_

Secretary-Treasurer



<b>TITLE/DESCRIPTION:</b> <b>CONTRACT:</b> SWIFTLY TRANSIT DATA PLATFORM  <b>VENDOR:</b> SWIFTLY, INC.  <b>AMOUNT:</b> NTE \$1,330,259.66 FOR A PERIOD OF THREE YEARS, WITH A ONE-YEAR OPTION IN AN AMOUNT NTE \$469,821.71, AND AN 81-DAY OPTION IN AN AMOUNT NTE \$109,474.89, FOR A TOTAL CONTRACT AMOUNT NTE \$1,909,556.26	<b>Resolution No.:</b> 2026-34
	<b>Date:</b> May 14, 2026
	<b>Initiator:</b> Management Information Services
<b>ACTION REQUEST:</b> <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to participate in an intergovernmental cooperative purchasing agreement with Swiftly, Inc. (“Swiftly”) to purchase the Swiftly transit data platform, made available through the NEORide Regional Council of Governments (“NEORide”).
- 2.0 **DESCRIPTION/JUSTIFICATION:** The Authority is advancing its technology modernization efforts through the procurement of the Swiftly transit data platform designed to improve real-time operations, enhance service reliability, and elevate the rider experience. This initiative aligns with the Authority’s commitment to improve not only the customer experience of riders, but the public perception of the Authority’s on-time performance.
- 3.0 **PROCUREMENT BACKGROUND:** R.C. Section 306.43(J) authorizes the Authority to enter into intergovernmental cooperative purchasing agreements, including those entered into by a council of governments such as NEORide. The Authority’s Board of Trustees authorized membership in NEORide on September 24, 2019 by Resolution No. 2019-099. Through its NEORide membership, the Authority negotiated the offer from Swiftly to purchase the Swiftly transit data platform for a contract amount not to exceed \$1,330,259.66 for a period of three years, with a one-year option in an amount not to exceed \$469,821.71, and an 81-day option in an amount not to exceed \$109,474.89, for a total contract amount not to exceed \$1,909,556.26, which was determined to be fair and reasonable to the Authority. Swiftly’s contract with NEORide expires on August 21, 2030, necessitating the 81-day second option.
- 4.0 **DBE BACKGROUND:** As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on Authority projects until further notice
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** This contract will be funded through the RTA Development Fund, Management Information Services Department budget, including but not limited to Capital Grant OH-2018-002 in an amount not to exceed \$91,656.46, Capital Grant OH-2023-042-307 in an amount not to exceed \$232,485, and Capital Grant OH-2024-011-307 in an amount not to exceed \$1,006,118.20, for a total base contract amount not to exceed \$1,330,259.66 (\$1,064,207.73 in federal funds, which represents 80% of the total cost). The one-year option in an amount not to exceed \$469,821.71 and 81-day option in an amount not to exceed \$109,474.89 will be funded through but not limited to RTA operating funds for a total contract amount not to exceed \$1,909,556.26.

- 7.0 ALTERNATIVES: Reject this offer. Rejection of this offer would prevent the Authority from improving its real-time data accuracy, forgoing an opportunity to positively impact the customer experience and perception of on-time performance for the Authority's fixed-route service.
- 8.0 RECOMMENDATION: This project was discussed by the Board of Trustees at the May 5, 2026 Organizational, Services & Performance Monitoring Committee meeting. It is recommended that the offer from Swiftly be accepted and the resolution adopted authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 ATTACHMENTS: None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



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General Manager, Chief Executive Officer

RESOLUTION NO. 2026-34

AUTHORIZING CONTRACT NO. 2026-003 WITH SWIFTLY, INC. TO PURCHASE THE SWIFTLY TRANSIT DATA PLATFORM IN A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$1,330,259.66 FOR A PERIOD OF THREE YEARS, WITH A ONE-YEAR OPTION IN AN AMOUNT NOT TO EXCEED \$469,821.71, AND AN 81-DAY OPTION IN AN AMOUNT NOT TO EXCEED \$109,474.89, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$1,909,556.26 (RTA DEVELOPMENT FUND, MANAGEMENT INFORMATION SERVICES DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority ("Authority") has an opportunity to acquire a new transit data platform to improve its real-time data for fixed route service; and

WHEREAS, the Authority entered into an intergovernmental cooperative purchasing agreement with NEORide Council of Governments ("NEORide"), as authorized by the Board of Trustees under Resolution No. 2019-099; and

WHEREAS, NEORide has an existing cooperative purchasing agreement with Swiftly, Inc. ("Swiftly"), located at 2261 Market Street, San Francisco, CA 94114, to offer NEORide's member transit agencies the Swiftly transit data platform; and

WHEREAS, the offer from Swiftly is made available through NEORide in an amount not to exceed \$1,330,259.66 for a period of three years, with a one-year option in an amount not to exceed \$469,821.71, and an 81-day option in an amount not to exceed \$109,474.89, for a total contract amount not to exceed \$1,909,556.26; and

WHEREAS, R.C. 306.43(J) authorizes the Authority to enter into intergovernmental cooperative purchasing agreements; and

WHEREAS, the General Manager, Chief Executive Officer deems the negotiated offer from Swiftly to provide the Swiftly transit data platform, through the NEORide Council of Governments' intergovernmental cooperative purchasing agreement, to be in the best interest of the Authority and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the offer from Swiftly to provide the Swiftly transit data platform be and the same is hereby accepted.

Section 2. The General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with Swiftly to purchase the Swiftly transit data platform for a period of three years, with the authority to exercise a one-year option and then an 81-day option.

Section 3. That said contract shall be funded through the RTA Development Fund, Management Information Services Department budget, including but not limited to Capital Grant OH-2018-002 in an amount not to exceed \$91,656.46, Capital Grant OH-2023-042-307 in an amount not to exceed \$232,485, and Capital Grant OH-2024-011-307 in an amount not to exceed \$1,006,118.20, for a total base contract amount not to exceed \$1,330,259.66 (\$1,064,207.73 in federal funds, which represents 80% of total cost). The one-year option in an amount not to exceed \$469,821.71 and 81-day option in an amount not to exceed \$109,474.89 will be funded through but not limited to RTA operating funds for a total contract amount not to exceed \$1,909,556.26.

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon future funding, compliance by the contractor with the specifications and addenda, if any; bonding and insurance requirements and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: \_\_\_\_\_  
\_\_\_\_\_ President

Attest: \_\_\_\_\_  
Secretary-Treasurer



<b>TITLE/DESCRIPTION:</b> <b>CONTRACT:</b> ELEVATOR AND ESCALATOR MAINTENANCE AND REPAIR SERVICES  <b>VENDOR:</b> TK ELEVATOR CORPORATION  <b>AMOUNT:</b> AMOUNT NTE \$3,120,000 FOR A BASE PERIOD OF THREE YEARS, WITH TWO, ONE-YEAR OPTIONS IN AMOUNTS NTE \$1,100,000 AND \$1,120,000, RESPECTIVELY, FOR A TOTAL CONTRACT AMOUNT NTE \$5,340,000 FOR THE FIVE-YEAR PERIOD	<b>Resolution No.:</b> 2026-35
	<b>Date:</b> May 14, 2026
	<b>Initiator:</b> Central Facilities Maintenance Department
<b>ACTION REQUEST:</b> <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to enter into a contract for the maintenance and repair of its elevators and escalators at various facilities throughout the Authority, as required, for a base period of three years, with two, one-year options.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The Authority currently has 33 elevators, 12 escalators, and 3 platform lifts. A qualified vendor is needed to provide parts, labor, and other resources required to maintain the units. The vendor will provide both preventive and corrective maintenance. The Authority does not employ personnel trained or qualified to perform the necessary monthly maintenance or repairs on these units.
- 3.0 **PROCUREMENT BACKGROUND:** The Request for Proposals (“RFP”) was posted on the Authority’s Procurement website and advertised in the local newspapers. Eight (8) interested parties downloaded the solicitation, and three (3) proposals were received on January 16, 2026. After evaluation by a panel of Authority employees, in accordance with established Procurement Department policies and procedures and subsequent negotiations, the proposal of TK Elevator Corporation to provide elevator and escalator maintenance and repair services in an amount not to exceed \$3,120,000 for a three-year base period, with two, one-year options in amounts not to exceed \$1,100,000 and \$1,120,000, respectively, for a total contract amount not to exceed \$5,340,000 for a period of five years, was determined to be the most advantageous to the Authority, price and all other factors considered.  
  
 A cost analysis was performed, and the Procurement Department has determined the offer of TK Elevator Corporation to be fair and reasonable for the Authority. The negotiated contract amount is approximately 4.22% below the independent cost estimate.
- 4.0 **DBE BACKGROUND:** As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on Authority projects until further notice.
- 5.0 **POLICY IMPACT:** Does not apply.
- 6.0 **ECONOMIC IMPACT:** The contract will be funded through the General Fund, Central Facilities Maintenance Department budget, in an amount not to exceed \$3,120,000 for the three-year base period, with two, one-year options in amounts not to exceed \$1,100,000 and \$1,120,000, respectively, for a total contract amount not to exceed \$5,340,000 for the five-year period.

- 7.0 ALTERNATIVES: Reject this offer. Rejection of this offer would delay the continued maintenance and repair services for the elevators, escalators, and wheelchair lifts at the Authority's facilities. Delaying these services would affect the safety of both the public and the Authority's employees and could cause the Authority to fall out of compliance with the Americans with Disabilities Act.
- 8.0 RECOMMENDATION: This procurement was discussed by the Board of Trustees at the May 5, 2026 Organizational, Services & Performance Monitoring Committee meeting. It is recommended that the offer of TK Elevator Corporation be accepted and the resolution passed authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 ATTACHMENTS: None.

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



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General Manager, Chief Executive Officer

RESOLUTION NO. 2026-35

AUTHORIZING CONTRACT NO. 2026-006 WITH TK ELEVATOR CORPORATION TO PROVIDE ELEVATOR AND ESCALATOR MAINTENANCE AND REPAIR SERVICES IN AN AMOUNT NOT TO EXCEED \$3,120,000 FOR A THREE-YEAR BASE PERIOD, WITH TWO, ONE-YEAR OPTIONS IN AMOUNTS NOT TO EXCEED \$1,100,000 AND \$1,120,000, RESPECTIVELY, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$5,340,000 FOR A PERIOD OF FIVE YEARS (GENERAL FUND, CENTRAL FACILITIES MAINTENANCE DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority (“Authority”) has an ongoing requirement for a qualified vendor to provide elevator and escalator maintenance and repair services; and

WHEREAS, the proposal from TK Elevator Corporation, located at 9200 Market Place, Broadview Heights, OH 44147, to provide elevator and escalator maintenance and repair services for a period of three years, with two, one-year options was received on February 25, 2026; and

WHEREAS, after negotiations, TK Elevator Corporation has offered to provide elevator and escalator maintenance and repair services for a period of three years, with two, one-year options in an amount not to exceed \$3,120,000 for a three-year base period, with two, one-year options in amounts not to exceed \$1,100,000 and \$1,120,000, respectively, for a total contract amount not to exceed \$5,340,000 for a period of five years; and

WHEREAS, the General Manager, Chief Executive Officer deems the offer from TK Elevator Corporation to be in the best interest of the Authority, price and other factors considered, and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the offer of TK Elevator Corporation, as negotiated, to provide elevator and escalator maintenance and repair services for a base period of three years, with two, one-year options be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer of the Authority be and she is hereby authorized to enter into a contract with TK Elevator Corporation to provide elevator and escalator maintenance and repair services for a base period of three years, with two, one-year renewal options that may be exercised by the General Manager, Chief Executive Officer.

Section 3. That said contract shall be funded from the General Fund, Central Facilities Maintenance Department budget, in an amount not to exceed \$3,120,000 for the base period of three years, with two, one-year options in amounts not to exceed \$1,100,000 and \$1,120,000, respectively, for a total contract amount not to exceed \$5,340,000 for a period of five years.

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor with the specifications and addenda, if any; the bonding and insurance requirements; and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: \_\_\_\_\_, 2026

\_\_\_\_\_  
President

Attest: \_\_\_\_\_  
Secretary-Treasurer



<b>TITLE/DESCRIPTION:</b> <b>CONTRACT:</b> RECONSTRUCTION OF THE WATERFRONT TRANSIT LINE - OVERLOOK  <b>VENDOR:</b> RAILWORKS TRACK SERVICES, LLC  <b>AMOUNT:</b> \$1,192,000	<b>Resolution No.:</b> 2026-36
	<b>Date:</b> May 14, 2026
	<b>Initiator:</b> Engineering & Project Development Department
<b>ACTION REQUEST:</b> <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 **PURPOSE/SCOPE:** This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to enter into a contract for Project 52Z – Reconstruction of the Waterfront Transit Line - Overlook.
- 2.0 **DESCRIPTION/JUSTIFICATION:** This project consists of replacing the existing rail crossing, including crossing panels, brick pavers, rail, ties, and undercutting ballast, at the Waterfront Transit Line Overlook. This work is required to ensure the new Siemens railcars maintain a minimum clearance of 1 ½” from the top of the rail to the underside of the equipment. The existing conditions do not meet the required tolerance and could damage the new railcars.
- 3.0 **PROCUREMENT BACKGROUND:** The Invitation for Bid (“IFB”) was posted on the Authority’s Procurement Department website and advertised in the local newspapers. Eleven (11) interested parties, including potential subcontractors, downloaded the solicitation. Three (3) bids were received and opened on April 9, 2026, as follows:

Company Name	Total Base Bid
RailWorks Track Services, LLC	\$1,192,000
Delta Railroad Construction, Inc.	\$1,334,008
John Burns Construction Company, LLC	\$3,440,000

The bid from RailWorks Track Services (“RailWorks”) has been determined by the Procurement Department to be the lowest responsive bid from a responsible bidder.

A cost analysis has been performed, and the Procurement Department has determined the price to be fair and reasonable to the Authority. The total base bid is approximately 5.32% below the engineer’s estimate.

- 4.0 **DBE BACKGROUND:** As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on Authority projects until further notice.
- 5.0 **POLICY IMPACT:** Does not apply.

- 6.0 **ECONOMIC IMPACT:** This procurement shall be payable through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to Local Advance Funds of FFY2026 5337 & 5307 formula funding in an amount not to exceed \$1,192,000 (\$953,600 of federal funds, which represents 80% of the total cost).
- 7.0 **ALTERNATIVES:** Reject this bid. Rejection of this bid would delay the Authority's ability to prepare the location for the new railcar fleet to enter revenue service.
- 8.0 **RECOMMENDATION:** This procurement was discussed by the Board of Trustees at the May 5, 2026 Operational Planning & Infrastructure Committee meeting. It is recommended that the bid from RailWorks be accepted and the resolution adopted authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 **ATTACHMENTS:** None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



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General Manager, Chief Executive Officer

RESOLUTION NO. 2026-36

AUTHORIZING CONTRACT NO. 2026-010 WITH RAILWORKS TRACK SERVICES, LLC FOR PROJECT 52Z – RECONSTRUCTION OF THE WATERFRONT TRANSIT LINE - OVERLOOK IN AN AMOUNT NOT TO EXCEED \$1,192,000 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority (“Authority”) deems it necessary to modify the Waterfront Transit Line – Overlook to accommodate the new railcars; and

WHEREAS, the bid from RailWorks Track Services, LLC (“RailWorks”), located at 2101 S Carpenter St., Suite 200, Chicago, Illinois 60608, was received on April 9, 2026; and

WHEREAS, RailWorks has agreed to perform the required services for an amount not to exceed \$1,192,000; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid from RailWorks to be the lowest responsive bid from a responsible bidder and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the bid from RailWorks for Project 52Z – Reconstruction of the Waterfront Transit Line - Overlook be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer be and she is hereby authorized to enter into a contract with RailWorks for the Reconstruction of the Waterfront Transit Line - Overlook.

Section 3. That said contract shall be funded through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to Local Advance Funds of FFY2026 5337 & 5307 formula funding in an amount not to exceed \$1,192,000 (\$953,600 of federal funds, which represents 80% of the total cost).

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor to the specifications and addenda, if any; the bonding and insurance requirements; and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: \_\_\_\_\_

\_\_\_\_\_  
President

Attest: \_\_\_\_\_  
Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: SHAKER SQUARE SUBSTATION S4 BUILDING REPAIRS	Resolution No.: 2026-37
VENDOR: NORTHEAST OHIO TRENCHING SERVICE, INC.	Date: May 14, 2026
AMOUNT: \$715,000	Initiator: Engineering & Project Development Department
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 PURPOSE/SCOPE: This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to enter into a contract for Project 19.79 – Shaker Square Substation S4 Building Repairs.
- 2.0 DESCRIPTION/JUSTIFICATION: This project consists of rehabilitating the building’s exterior veneer system due to water infiltration issues. The new substation brick veneer will match the refaced brick veneer guard walls at road level along Shaker Blvd.
- 3.0 PROCUREMENT BACKGROUND: The Invitation for Bid (“IFB”) was posted on the Authority’s Procurement Department website and advertised in local newspapers. Eleven (11) interested parties, including potential subcontractors, downloaded the solicitation. Two (2) bids were received and opened on April 8, 2026, as follows:

Company Name	Total Base Bid
Northeast Ohio Trenching Service, Inc.	\$715,000
SONA Construction, LLC	\$998,000

The bid from Northeast Ohio Trenching Service, Inc. has been determined by the Procurement Department to be the lowest responsive bid from a responsible bidder.

A cost analysis has been performed, and the Procurement Department has determined the price to be fair and reasonable to the Authority. The Total Base Bid is approximately 19.2% above the engineer’s estimate.

- 4.0 DBE BACKGROUND: As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on Authority projects until further notice.
- 5.0 POLICY IMPACT: Does not apply.
- 6.0 ECONOMIC IMPACT: This procurement shall be payable through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to Capital Grant OH-2020-044-337, in an amount not to exceed \$715,000 (\$572,000 in federal funds which represents 80% of the total cost).

- 7.0 ALTERNATIVES: Reject this bid. Rejection of this bid would result in the building remaining in a state of disrepair.
- 8.0 RECOMMENDATION: This procurement was discussed by the Board of Trustees at the May 5, 2026 Operational Planning & Infrastructure Committee meeting. It is recommended that the bid from NEOTS be accepted and the resolution adopted authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 ATTACHMENTS: None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



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General Manager, Chief Executive Officer

RESOLUTION NO. 2026-37

AUTHORIZING CONTRACT NO. 2026-020 WITH NORTHEAST OHIO TRENCHING SERVICE, INC. FOR PROJECT 19.79 – SHAKER SQUARE SUBSTATION S4 BUILDING REPAIRS IN AN AMOUNT NOT TO EXCEED \$715,000 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority (“Authority”) deems it necessary to rehabilitate the exterior of Shaker Square Substation S4; and

WHEREAS, the bid from Northeast Ohio Trenching Service, Inc. (“NEOTS”), located at 17900 Miles Road, Warrensville Heights, Ohio 44128, was received on April 8, 2026; and

WHEREAS, NEOTS has agreed to perform the required services for an amount not to exceed \$715,000; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid from NEOTS to be the lowest responsive bid from a responsible bidder and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the bid from NEOTS for Project 19.79 – Shaker Square Substation S4 Building Repairs be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer be and she is hereby authorized to enter into a contract with NEOTS for the Shaker Square Substation S4 Building Repairs.

Section 3. That said contract shall be funded through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to Capital Grant OH-2020-044-337, in an amount not to exceed \$715,000 (\$572,000 in federal funds which represents 80% of the total cost).

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor with the specifications and addenda, if any; the bonding and insurance requirements; and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: \_\_\_\_\_  
President

Attest: \_\_\_\_\_  
Secretary-Treasurer



TITLE/DESCRIPTION: CONTRACT: TRUNK LINE FIBER OPTIC NETWORK CONSTRUCTION	Resolution No.: 2026-38
VENDOR: EDGAR TRENT CONSTRUCTION COMPANY, LLC	Date: May 14, 2026
AMOUNT: \$848,605.00	Initiator: Engineering & Project Development Department
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 PURPOSE/SCOPE: This action will allow the Greater Cleveland Regional Transit Authority (“Authority”) to enter into a contract for Project 59D Trunk Line Fiber Optic Network Construction.
- 2.0 DESCRIPTION/JUSTIFICATION: The project is for the installation of fiber optic cable infrastructure for the GCRTA Trunk Line. The Authority shall furnish the fiber optic cable and drop cables. The contractor shall furnish all hardware and appurtenances for the system. The contractor shall also commission the installed system.
- 3.0 PROCUREMENT BACKGROUND: The Invitation for Bid was posted on the Authority’s Procurement Department website and advertised in the local newspapers. Forty-three (43) interested parties, including subcontractors, downloaded the solicitation. Three (3) bids were received and opened on April 20, 2026. The bids received were as follows:

Company Name	Total Base Bid
Edgar Trent Construction Company, LLC	\$848,605.00
DRS Enterprises, Inc.	\$894,925.90
Wolf Line Construction Company	\$1,174,194.50

The bid from Edgar Trent Construction Company, LLC has been determined by the Procurement Department to be the lowest responsive bid from a responsible bidder.

A price analysis has been performed, and the Procurement Department has determined the price to be fair and reasonable to the Authority. The total base bid is approximately 26% less than the engineer’s estimate.

- 4.0 DBE BACKGROUND: As a result of the USDOT Interim Final Rule published in the Federal Register and made effective October 3, 2025, DBE goal setting has been suspended on Authority projects until further notice.
- 5.0 POLICY IMPACT: Does not apply.

- 6.0 **ECONOMIC IMPACT:** This contract shall be payable through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to Capital Grant OH-2024-011-337, in an amount not to exceed \$848,605.00 (\$678,884.00 in federal funds which represents 80% of the total cost).
- 7.0 **ALTERNATIVES:** Reject this bid. Rejection of this bid will prevent the Authority from deploying the fiber optic network required for the Trunk Line.
- 8.0 **RECOMMENDATION:** This procurement was discussed by the Board of Trustees at the May 5, 2026 Operational Planning & Infrastructure Committee meeting. It is recommended that the bid from Edgar Trent Construction Company, LLC be accepted and the resolution adopted authorizing the General Manager, Chief Executive Officer to enter into a contract.
- 9.0 **ATTACHMENTS:** None

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



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General Manager, Chief Executive Officer

RESOLUTION NO. 2026-38

AUTHORIZING CONTRACT NO. 2026-022 WITH EDGAR TRENT CONSTRUCTION COMPANY, LLC FOR TRUNK LINE FIBER OPTIC NETWORK CONSTRUCTION IN AN AMOUNT NOT TO EXCEED \$848,605.00 (RTA DEVELOPMENT FUND, ENGINEERING & PROJECT DEVELOPMENT DEPARTMENT BUDGET)

WHEREAS, the Greater Cleveland Regional Transit Authority (“Authority”) deems it necessary to install fiber optic cable along the Trunk Line; and

WHEREAS, the bid from Edgar Trent Construction Company, LLC, located at 1301 Freese Works Place, Galion, Ohio 44833, was received on April 20, 2026; and

WHEREAS, Edgar Trent Construction Company, LLC has agreed to perform the required services for an amount not to exceed \$848,605.00; and

WHEREAS, the General Manager, Chief Executive Officer deems the bid from Edgar Trent Construction Company, LLC to be the lowest responsive bid from a responsible bidder and recommends acceptance thereof by the Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the bid from Edgar Trent Construction Company, LLC for Trunk Line Fiber Optic Network Construction be and the same is hereby accepted.

Section 2. That the General Manager, Chief Executive Officer be and she is hereby authorized to enter into a contract with Edgar Trent Construction Company, LLC for Trunk Line Fiber Optic Network Construction.

Section 3. That said contract shall be funded through the RTA Development Fund, Engineering & Project Development Department budget, including but not limited to Capital Grant OH-2024-011-337, in an amount not to exceed \$848,605.00 (\$678,884.00 in federal funds which represents 80% of the total cost).

Section 4. That said contract shall be binding upon and an obligation of the Authority contingent upon compliance by the contractor with the specifications and addenda, if any; the bonding and insurance requirements; and all applicable laws relating to contractual obligations of the Authority.

Section 5. That this resolution shall become effective immediately upon its adoption.

Adopted: \_\_\_\_\_

\_\_\_\_\_  
President

Attest: \_\_\_\_\_  
Secretary-Treasurer



DATE: May 13, 2026  
 TO: Distribution  
 FROM: Carolyn Young, Director of Grants Management & Treasury  
 RE: Treasury Reports for April 2026

Please find attached the following monthly treasury reports:

1. Report on Investment Earnings
2. Inventory of Treasury Investments and Accrued Interest
3. Debt Service Schedule and Status of Bond Retirement Fund
4. Composition of Investment Portfolio
5. Summary of Investment Performance
6. Banking and Financial Relationships

Sales tax revenue in the amount of \$20.9 million was received in April. The month closed with a cash and investment balance of \$334.8 million. The Authority's average investment balance for the month was \$322.3 million, compared to \$363.6 million in April 2025.

The Authority's average yield on investments was 3.65% during the month of April.

The average yield on the portfolio year to date is 3.63%, which matches the performance standard yield of 3.63% and 0.10 basis points below the money market average yield of 3.73%. The following table summarizes key economic indicators reported in March 2026 through April 2026:

<u>Economic Indicator</u>	<u>Period</u>	<u>Previous Report Actual/Revised</u>	<u>Current Report Actual</u>
Consumer Price Index	March	3.3	All items increased
Consumer Confidence	April	92.8	0.6 points increase
Leading Economic Indicators *	March	97.3	LEI declined 0.6% from February 97.9
Unemployment Rate	April	4.3	Little or no change

\*April 2026 CPI, LEI, information has not been reported

DISTRIBUTION: Birdsong-Terry, Gautam, Togher, Sutula, Charnigo, So, Hodges

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
REPORT ON INVESTMENT EARNINGS (CASH BASIS)  
AS OF APRIL 30, 2026**

<b>BOND RETIREMENT FUND</b>	
ARGENT INST. TRUST MONEY MARKET	\$ 8,101
TOTAL APRIL	<u>\$ 8,101</u>
2026 YEAR TO DATE	\$ 21,769
2025 YEAR TO DATE	\$ 29,538
<b>GENERAL FUND</b>	
ARGENT INST. TRUST-SALES TAX ACCOUNT	\$ 139
STAROHIO	\$ 47,299
KEY BANK SWEEP ACCOUNT	\$ 9,330
PNC CUSTODY ACCOUNT	\$ 8,658
MERCHANT ACCOUNT-KEY BANK SWEEP ACCOUNT	\$ 157
TOTAL APRIL	<u>\$ 65,583</u>
2026 YEAR TO DATE	\$ 319,114
2025 YEAR TO DATE	\$ 563,212
<b>INSURANCE FUND</b>	
STAROHIO	\$ 25,144
TOTAL APRIL	<u>\$ 25,144</u>
2026 YEAR TO DATE	\$ 94,430
2025 YEAR TO DATE	\$ 103,810
<b>LAW ENFORCEMENT FUND</b>	
KEY BANK SWEEP ACCOUNT	\$ 221
STAROHIO	\$ 252
TOTAL APRIL	<u>\$ 473</u>
2026 YEAR TO DATE	\$ 1,872
2025 YEAR TO DATE	\$ 1,945
<b>LOCAL MATCH FUND</b>	
STAROHIO-LOCAL MATCH	\$ 284,839
KEY BANK SWEEP ACCOUNT	\$ 3,411
PNC CUSTODY ACCOUNT	\$ 72,006
TOTAL APRIL	<u>\$ 360,256</u>
2026 YEAR TO DATE	\$ 2,584,156.06
2025 YEAR TO DATE	\$ 2,167,634
<b>PENSION FUND</b>	
STAROHIO	\$ 4,791
KEY BANK SWEEP ACCOUNT	\$ 3
TOTAL APRIL	<u>\$ 4,794</u>
2026 YEAR TO DATE	\$ 19,127
2025 YEAR TO DATE	\$ 21,704
<b>EMPLOYEE ACTIVITY ACCOUNT</b>	
KEY BANK MONEY MARKET	\$ 417
TOTAL APRIL	<u>\$ 417</u>
2026 YEAR TO DATE	\$ 1,643
2025 YEAR TO DATE	\$ 1,788
<b>RTA CAPITAL FUND</b>	
KEY BANK SWEEP ACCOUNT	\$ 1,236
PNC CUSTODY ACCOUNT	\$ 8,630
TOTAL APRIL	<u>\$ 9,866</u>
2026 YEAR TO DATE	\$ 150,736
2025 YEAR TO DATE	\$ 76,799

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
 REPORT ON INVESTMENT EARNINGS (CASH BASIS)  
 AS OF APRIL 30, 2026**

<b>RESERVE FUND</b>		
STAROHIO	\$	252,111
PNC CUSTODY ACCOUNT	\$	33,631
KEY BANK SWEEP ACCOUNT	\$	6,635
TOTAL APRIL	<u>\$</u>	<u>292,377</u>
2026 YEAR TO DATE	\$	1,374,886
2025 YEAR TO DATE	\$	1,617,644
<b>TOTAL ALL FUNDS</b>		
APRIL 2026	\$	767,011
2026 YEAR TO DATE	\$	4,567,733
2025 YEAR TO DATE	\$	4,584,074

	<u>APRIL</u>	<u>2026 YEAR TO DATE</u>
INTEREST RECEIVED (CASH BASIS)	\$ 767,011	\$ 4,567,733
ACCRUED INTEREST:		
BEGINNING:	\$ (356,875)	\$ (1,152,883)
ENDING	\$ 585,313	\$ 585,313
TOTAL INTEREST INCOME EARNED	<u>\$ 995,449</u>	<u>\$ 4,000,163</u>
AVERAGE INVESTMENT BALANCE (COST BASIS):	\$ 322,329,454	\$ 326,979,275
AVERAGE YIELD ON INVESTMENTS:	3.65%	3.63%

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
INVENTORY OF TREASURY INVESTMENTS  
AS OF April 30, 2026**

FUND	PURCHASE DATE	MATURITY DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD
<b>BOND RETIREMENT FUND</b>									
	4/30/2026	5/1/2026	MONEY MARKET	ARGENT INST. TRUST	1	\$ 3,955,778	-	1	3.26%
<b>TOTAL BOND RETIREMENT FUND</b>						\$ 3,955,778	\$ -		3.26%
<b>GENERAL FUND</b>									
	4/30/2026	5/1/2026	MERCHANT ACCT-KEY MMKT	KEY BANK	1	\$ 195,565	-	1	1.26%
	4/30/2026	5/1/2026	STAR OHIO	STATE OF OHIO	1	19,620,560	-	1	3.80%
	4/30/2026	5/1/2026	EMPLOYEE ACTIVITY FUND	KEY BANK	1	409,822	-	1	1.26%
	4/30/2026	5/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	2,857,533	-	1	3.60%
	4/30/2026	5/1/2026	SALES TAX ACCOUNT	ARGENT INST. TRUST	1	50,075	-	1	3.26%
	4/30/2026	5/1/2026	KEY ECR	KEY BANK	1	4,627,371	-	1	1.26%
<b>TOTAL GENERAL FUND</b>						\$ 27,760,926	\$ -		3.30%
<b>INSURANCE FUND</b>									
	4/30/2026	5/1/2026	STAR OHIO	STATE OF OHIO	1	\$ 8,078,442	-	1	3.80%
	4/30/2026	5/1/2026	KEY ECR	KEY BANK	1	1,825,474	-	1	0.00%
<b>TOTAL INSURANCE FUND</b>						\$ 9,903,916	\$ -		3.10%
<b>LAW ENFORCEMENT FUND</b>									
	4/30/2026	5/1/2026	KEY ECR	KEY BANK-SWEEP	1	\$ 314,854	-	1	0.94%
	4/30/2026	5/1/2026	STAR OHIO	STATE OF OHIO	1	80,785	-	1	3.80%
<b>TOTAL LAW ENFORCEMENT FUND</b>						\$ 395,639	\$ -		1.62%
<b>LOCAL MATCH FUND</b>									
	4/30/2026	5/1/2026	LOCAL MATCH-STAR OHIO	STATE OF OHIO	1	\$ 92,584,962	-	1	3.80%
	7/28/2025	7/28/2027	FFCB	KeyBANC CAP MKT	730	10,000,000	103,125	454	4.13%
	9/11/2025	9/11/2028	FNMA	KeyBANC CAP MKT	1096	15,000,000	50,000	865	4.00%
	2/6/2026	2/6/2029	FNMA	KeyBANC CAP MKT	1096	30,000,000	277,500	1013	3.70%
	4/30/2026	5/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	23,838,483	-	1	3.60%
	4/30/2026	5/1/2026	LOCAL MATCH-KEY ECR	KEY BANK-SWEEP	1	1,680,772	-	1	1.26%
	4/30/2026	5/1/2026	GRANT-ECR	KEY BANK	1	621,107	-	1	0.00%
	4/30/2026	5/1/2026	CATCH BASIN-KEY ECR	KEY BANK	1	107,000	-	1	1.26%
<b>TOTAL LOCAL MATCH FUND</b>						\$ 173,832,324	\$ 430,625		3.75%

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
INVENTORY OF TREASURY INVESTMENTS  
AS OF April 30, 2026

FUND	PURCHASE DATE	MATURITY DATE	INSTRUMENT	INSTITUTION	TERM DAYS	TOTAL PRINCIPAL	ACCRUED INTEREST	AVERAGE DAYS TO MATURITY	AVERAGE YIELD
PENSION FUND	4/30/2026	5/1/2026	KEY ECR	KEY BANK	1	\$ 2,230	\$ -	1	1.25%
	4/30/2026	5/1/2026	STAR OHIO	STATE OF OHIO	1	1,539,369	-	1	3.80%
<b>TOTAL PENSION FUND</b>						<b>\$ 1,541,599</b>	<b>\$ -</b>		<b>3.80%</b>
RTA CAPITAL FUND	4/30/2026	5/1/2026	KEY ECR	KEY BANK	1	\$ 998,662	\$ -	1	1.26%
	7/28/2025	7/28/2027	FFCB	KeyBANC CAP MKT	730	5,000,000	51,563	454	4.13%
	4/30/2026	5/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	2,856,947	-	1	3.60%
<b>TOTAL RTA CAPITAL FUND</b>						<b>\$ 8,855,609</b>	<b>\$ 51,563</b>		<b>3.63%</b>
RESERVE FUND	4/30/2026	5/1/2026	PNC CUSTODY ACCOUNT	PNC BANK	1	\$ 11,133,982	-	1	3.60%
	7/28/2025	7/28/2027	FFCB	KeyBANC CAP MKT	730	10,000,000	103,125	454	4.13%
	4/30/2026	5/1/2026	KEY ECR	KEY BANK	1	8,461,894	-	1	1.26%
	4/30/2026	5/1/2026	STAR OHIO	STATE OF OHIO	1	80,999,187	-	1	3.80%
<b>TOTAL RESERVE FUND</b>						<b>\$ 108,595,063</b>	<b>\$ 103,125</b>		<b>3.66%</b>
<b>GRAND TOTAL ALL FUNDS</b>						<b>\$ 334,840,653</b>	<b>\$ 555,313</b>		<b>3.65%</b>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY**  
**DEBT SERVICE SCHEDULE AND STATUS**  
**AS OF APRIL 30, 2026**

Bonds	Final Maturity Date	Total Principal Outstanding 12/1/2025	Interest Payable/ 6/1/2026	Principal Payable/ 6/1/2026	Debt Service Requirement/ 6/1/2026	Interest Payable/ 12/1/2026	Principal Payable/ 12/1/2026	Debt Service Requirement/ 12/1/2026	Total Debt Requirement 2026
Series 2015-Sales Tax Rev.	Dec. 2026	4,275,000	106,875	-	106,875	106,875	4,275,000	4,381,875	4,488,750
Series 2016-Sales Tax Rev.	Dec. 2027	2,965,000	74,125	-	74,125	74,125	1,445,000	1,519,125	1,593,250
Series 2019-Sales Tax Rev.	Dec. 2030	6,715,000	167,875	-	167,875	167,875	1,215,000	1,382,875	1,550,750
<b>Total Bonds</b>		<b>\$ 13,955,000</b>	<b>\$ 348,875</b>	<b>\$ -</b>	<b>\$ 348,875</b>	<b>\$ 348,875</b>	<b>\$ 6,935,000</b>	<b>\$ 7,283,875</b>	<b>\$ 7,632,750</b>

<b>Current Balance (Set Aside for 2026)</b>	<u>Bond Retirement</u> \$3,955,778
<b>Monthly Set Aside Required</b>	<u>\$636,063</u>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
SUMMARY OF INVESTMENT PERFORMANCE  
YEAR TO DATE THROUGH APRIL 30, 2025**

MONTH	2026					2025				
	AVERAGE BALANCE	INTEREST EARNED	AVERAGE YIELD	STANDARD YIELD #	MONEYMKT YIELD #	AVERAGE BALANCE	INTEREST EARNED	AVERAGE YIELD	STANDARD YIELD #	MONEYMKT YIELD #
JANUARY	335,356,384	\$ 1,962,993	3.62%	3.61%	3.78%	\$ 370,860,178	\$ 1,185,266	4.09%	4.16%	4.46%
FEBRUARY	327,705,749	\$ 740,043	3.58%	3.58%	3.74%	369,824,059	1,231,179	4.06%	4.16%	4.40%
MARCH	322,525,513	\$ 1,097,886	3.66%	3.64%	3.71%	367,862,225	1,105,944	4.06%	4.21%	4.38%
APRIL	322,329,454	\$ 767,011	3.65%	3.68%	3.70%	363,641,320	1,183,349	4.05%	4.25%	4.31%
MAY						359,279,719	1,009,474	4.02%	4.26%	4.30%
JUNE						350,249,378	1,162,584	4.08%	4.31%	4.30%
JULY						349,445,307	1,117,548	4.14%	4.27%	4.29%
AUGUST						350,081,389	1,412,542	4.19%	4.15%	4.31%
SEPTEMBER						349,080,023	962,691	4.05%	3.93%	4.19%
OCTOBER						345,537,525	1,236,152	4.01%	3.80%	4.12%
NOVEMBER						339,993,535	1,003,260	3.99%	3.72%	4.11%
DECEMBER						330,492,212	840,797	3.82%	3.67%	3.92%
YEAR TO DATE	\$326,979,275	\$ 4,567,733	3.63%	3.63%	3.73%	\$ 353,862,239	\$ 13,510,786	4.05%	4.07%	4.26%
<b>RTA AVERAGE YIELDS OVER (UNDER) INDEX</b>				<b>0.00%</b>	<b>-0.10%</b>				<b>-0.03%</b>	<b>-0.21%</b>

# Moving average coupon equivalent yields for 6 month Treasury Bills.

# Market Yield equals US Treasury Money Fund 7 Day Yield

**COMPOSITION OF INVESTMENT PORTFOLIO  
AS APRIL 30, 2026**

<b>Instrument:</b>	<u>PRINCIPAL</u>	<u>FACE AMOUNT</u>	<u>PERCENT OF TOTAL</u>	<u>AVERAGE YIELD</u>	<u>AVERAGE MATURITY</u>
Money Market Account	\$ 44,888,362	\$ 44,888,362	13.41%	3.70%	1
Key Bank Sweep Account	1,995,626	1,995,626	0.60%	0.94%	1
Star Ohio	202,903,305	202,903,305	60.60%	3.80%	1
Earnings Credit Rate Account	15,053,560	15,053,560	4.50%	1.25%	1
U.S. Government Securities	70,000,000	70,000,000	20.91%	3.92%	648
<b>Total Investment Portfolio</b>	<b><u>\$ 334,840,853</u></b>	<b><u>\$ 334,840,853</u></b>	<b><u>100.00%</u></b>	<b><u>3.65%</u></b>	

**Greater Cleveland Regional Transit Authority  
Banking and Financial Relationships  
As of April 30, 2026**

Bank/Financial Institution	Nature of relationship
Key Bank	Main banking services
PNC Bank	Custodial Account and Credit card
Fifth Third	Escrow Account
Argent Institutional Trust Company ("AITC"),	Bond Retirement and Sales Tax Account Underwriter STAR Ohio-Investments
Bank of New York Mellon	Bond Registrar
BMO Harris Bank	Fuel Hedge

**NOTE:**  
This information is being provided for applicable individuals to be in compliance with:  
Ohio Revised Code Sections 102.03(D) and (E)  
Ohio Ethics Commission Informal Opinion Number 2003-INF-0224-1  
Ohio Ethics Commission Staff Advisory Opinion to Sheryl King Benford (DGM - Legal Affairs) dated May 6, 2020  
Ohio Ethics Commission Opinion Number 2011-08  
Ohio Ethics Commission Staff Advisory Opinion to R. Brent Minney dated March 27, 2012.

Please refer to Chapter 656 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority (Travel Policy), Administrative Procedure 024 and Board of Trustees Resolution No. 2020-80 for additional information.



**THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
REPORT OF CASH RECEIVED COMPARED TO BUDGET - GENERAL FUND  
FOR THE PERIOD ENDED APRIL 30, 2026**

	CURRENT MONTH				YEAR TO DATE			
	BUDGET	ACTUAL	VARIANCE	%VARIANCE	BUDGET	ACTUAL	VARIANCE	%VARIANCE
<b>PASSENGER FARES:</b>								
CASH FARES	\$ 765,450	\$ 686,452	\$ (78,998)	(10.32%)	\$ 3,061,802	\$ 2,403,761	\$ (658,041)	-21.49%
PASS/TICKET SALES	610,050	626,502	16,452	2.70%	2,440,202	2,242,228	(197,974)	-8.11%
STUDENT FARECARDS	260,925	82,736	(178,189)	(68.29%)	1,043,701	179,754	(863,947)	-82.78%
U-PASS	331,013	448,640	117,627	35.54%	1,324,053	1,463,783	139,730	10.55%
MOBILE TICKETING	657,562	762,223	104,661	15.92%	2,630,251	2,848,825	218,574	8.31%
<b>TOTAL PASSENGER FARES</b>	<b>2,625,000</b>	<b>2,606,553</b>	<b>(18,447)</b>	<b>(0.70%)</b>	<b>10,500,009</b>	<b>9,138,351</b>	<b>(1,361,658)</b>	<b>-12.97%</b>
<b>SALES AND USE TAX REVENUE:</b>								
SALES & USE TAX	23,224,950	20,892,955	(2,331,995)	(10.04%)	92,899,800	95,070,496	2,170,696	2.34%
<b>TOTAL OPERATING SUBSIDIES</b>	<b>23,224,950</b>	<b>20,892,955</b>	<b>(2,331,995)</b>	<b>(10.04%)</b>	<b>92,899,800</b>	<b>95,070,496</b>	<b>2,170,696</b>	<b>2.34%</b>
<b>OTHER REVENUE:</b>								
ADVERTISING/CONCESSIONS/COMMISSIONS	116,667	133,600	16,933	14.51%	466,664	500,972	34,308	7.35%
NAMING RIGHTS LESS COMMISSIONS	37,382	-	(37,382)	-	149,528	210,000	60,472	40.44%
RENTAL INCOME	26,411	15,415	(10,996)	(41.63%)	105,644	177,184	71,540	67.72%
INTEREST INCOME	83,333	65,573	(17,760)	(21.31%)	333,336	306,731	(26,605)	-7.98%
OTHER	98,589	13,566	(85,023)	(86.24%)	394,356	59,591	(334,765)	-84.89%
<b>TOTAL OTHER REVENUE</b>	<b>362,382</b>	<b>228,153</b>	<b>(134,229)</b>	<b>(134.67%)</b>	<b>1,449,528</b>	<b>1,254,478</b>	<b>(195,050)</b>	<b>-13.46%</b>
<b>REIMBURSEMENTS AND OTHER SOURCES OF CASH:</b>								
FUEL/CNG/PROPANE TAX REFUNDS	205,179	26,751	(178,428)	(86.96%)	820,716	95,364	(725,352)	-88.38%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL)	-	134,177	134,177	-	-	405,849	405,849	-
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL)	-	-	-	-	-	-	-	-
FEDERAL OPERATING ASSISTANCE	-	-	-	-	-	-	-	-
MISCELLANEOUS RECEIPTS	-	65,876	65,876	-	-	559,025	559,025	-
<b>TOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH</b>	<b>205,179</b>	<b>226,805</b>	<b>21,626</b>	<b>10.54%</b>	<b>820,716</b>	<b>1,060,238</b>	<b>239,522</b>	<b>29.18%</b>
<b>TRANSFERS FROM:</b>								
REVENUE STABILIZATION FUND	-	-	-	-	-	-	-	-
RESERVE FUND	-	-	-	-	-	-	-	-
<b>TOTAL CASH RECEIVED - GENERAL FUND</b>	<b>\$ 26,417,511</b>	<b>\$ 23,954,466</b>	<b>\$ (2,463,045)</b>	<b>(9.32%)</b>	<b>\$ 105,670,053</b>	<b>\$ 106,523,563</b>	<b>\$ 853,510</b>	<b>0.81%</b>



**THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
REPORT OF CASH RECEIVED COMPARED TO PRIOR YEAR - GENERAL FUND  
FOR THE PERIOD ENDED APRIL 30, 2026 AND APRIL 30, 2025**

	CURRENT MONTH			YEAR TO DATE				
	April 2026	April 2025	CHANGE	2026	2025	CHANGE	%CHANGE	2026 % OF TOTAL
<b>PASSENGER FARES:</b>								
CASH FARES	\$ 686,452	\$ 755,936	\$ (69,484)	\$ 2,403,761	\$ 2,711,993	\$ (308,231)	(11.37%)	2.26%
PASS/TICKET SALES	626,502	650,801	(24,299)	2,242,228	2,269,232	(27,004)	(1.19%)	2.10%
STUDENT FARECARDS	82,736	547,663	(464,927)	179,754	926,126	(746,372)	(80.59%)	0.17%
U-PASS	448,640	-	448,640	1,463,783	1,007,965	455,818	45.22%	1.37%
MOBILE TICKETING	762,223	755,113	7,111	2,848,825	2,808,073	40,752	1.45%	2.67%
<b>TOTAL PASSENGER FARES</b>	<b>2,606,553</b>	<b>2,709,512</b>	<b>(102,959)</b>	<b>9,138,351</b>	<b>9,723,389</b>	<b>(585,038)</b>	<b>(6.02%)</b>	<b>8.58%</b>
<b>SALES AND USE TAX REVENUE:</b>								
SALES & USE TAX	20,892,955	21,431,802	(538,846)	95,070,496	90,452,130	4,618,366	5.11%	89.25%
<b>TOTAL OPERATING SUBSIDIES</b>	<b>20,892,955</b>	<b>21,431,802</b>	<b>(538,846)</b>	<b>95,070,496</b>	<b>90,452,130</b>	<b>4,618,366</b>	<b>5.11%</b>	<b>89.25%</b>
<b>OTHER REVENUE:</b>								
ADVERTISING/CONCESSIONS/COMMISSIONS	133,600	116,924	16,676	500,972	451,492	49,480	10.96%	0.47%
NAMING RIGHTS LESS COMMISSIONS	-	-	-	210,000	175,000	35,000	20.00%	0.20%
RENTAL INCOME	15,415	26,210	(10,795)	177,184	91,645	85,539	93.34%	0.17%
INTEREST INCOME	65,573	112,558	(46,985)	306,731	358,749	(52,018)	(14.50%)	0.29%
OTHER	13,566	22,240	(8,674)	59,591	101,687	(42,096)	(41.40%)	0.06%
<b>TOTAL OTHER REVENUE</b>	<b>228,153</b>	<b>277,931</b>	<b>(49,778)</b>	<b>1,254,478</b>	<b>1,178,572</b>	<b>75,906</b>	<b>6.44%</b>	<b>1.18%</b>
<b>REIMBURSEMENTS AND OTHER SOURCES OF CASH:</b>								
FUEL/CNG/PROPANE TAX REFUNDS	26,751	46,830	(20,079)	95,364	559,232	(463,867)	(82.95%)	0.09%
GRANT REIMBURSEMENT (FEDERAL, STATE, LOCAL)	134,177	644,132	(509,954)	405,849	1,140,806	(734,957)	(64.42%)	0.38%
PREVENTIVE MAINTENANCE (FEDERAL, STATE, LOCAL)	-	-	-	-	4,453,480	(4,453,480)	-	0.00%
FEDERAL OPERATING ASSISTANCE	-	-	-	-	-	-	-	0.00%
MISCELLANEOUS RECEIPTS	65,876	78,452	(12,576)	559,025	384,161	174,864	45.52%	0.52%
<b>TOTAL REIMBURSEMENTS AND OTHER SOURCES OF CASH</b>	<b>226,805</b>	<b>769,414</b>	<b>(542,609)</b>	<b>1,060,238</b>	<b>6,537,678</b>	<b>(5,477,440)</b>	<b>(83.78%)</b>	<b>1.00%</b>
<b>TRANSFERS FROM:</b>								
REVENUE STABILIZATION FUND	-	-	-	-	-	-	-	0.00%
RESERVE FUND	-	-	-	-	-	-	-	0.00%
<b>TOTAL CASH RECEIVED - GENERAL FUND</b>	<b>\$ 23,954,466</b>	<b>\$ 25,188,659</b>	<b>\$ (1,234,193)</b>	<b>\$ 106,523,563</b>	<b>\$ 107,891,769</b>	<b>\$ (1,368,206)</b>	<b>(1.27%)</b>	<b>100.00%</b>



To: Mayor Paul A. Koomar, President  
Members, Board of Trustees

From: *My* India L. Birdsong Terry  
*For:* General Manager / Chief Executive Officer

Subject: April 2026 Operating Budget Transfers

Date: May 11, 2026

Section 2 of the Budget Appropriation Resolution (No. 2025-122) states “That transfers of funds may be made in the FY 2026 Budget from one division to another, or from one department to another, or from one line item to another, or from one of the funds established by Chapter 460 of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority to another, as long as the total appropriation in each fund is not exceeded and transfers of funds are reported to the Board within thirty (30) days after the end of the month in which said transfer occurred.” The following transfer(s) were made:

April 2026						
Date	From		To		Amount +/-	Explanation
	Dept	Object Class	Dept	Object Class		
4/29/2026	48	501200	35	501200	\$1,072,350.32	A budget transfer from Dept. 48 – Central Facilities Maintenance to Dept. 35 Service Management of the 501200 Hourly Employee Labor object class for the payroll related expenses incurred prior to positions being transferred to the new dept.
		501210		501210	\$13,819.62	A budget transfer from Dept. 48 – Central Facilities Maintenance to Dept. 35 Service Management of the 501210 Hourly Employee Overtime object class for the payroll related expenses incurred prior to positions being transferred to the new dept.
		501300		501300	\$158,558.92	A budget transfer from Dept. 48 – Central Facilities Maintenance to Dept. 35 Service Management of the 501300 Salaried Employees Labor object class for the payroll related expenses incurred prior to positions being transferred to the new dept.
		502000		502000	\$448,124.26	A budget transfer from Dept. 48 – Central Facilities Maintenance to Dept. 35 Service Management of the 502000 Fringe Benefits Budget object class for the payroll related expenses incurred prior to positions being transferred to the new dept.