



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, March 3, 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 on GCRTA's Board Page 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), on GCRTA's Facebook page and GCRTA's Twitter page.

9:00 A.M. **Nominating Committee**

- Nominating Committee Report – to present the 2026 slate of candidates for the Office of President and Vice President.

Committee of the Whole

- Code Book Updates – Amending Section 460.04(f) Capital Improvement Fund
- New Railcars Update

Organizational, Services & Performance Monitoring Committee

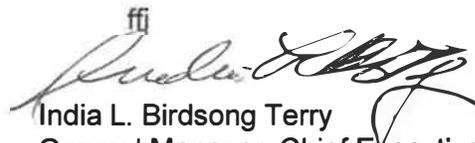
- RFP Procurement – a presentation of a sole-source procurement for ProTracker Armband and Right of Way (ROW) vehicle detection units.
- Contract Increase – a presentation to authorize an increase to the natural gas contract spending authority.

Operational Planning & Infrastructure Committee

- IFB Procurement – a presentation a competitive procurement to replace four obsolete scissor lifts with four new units.
- Broadway Transit-Oriented Development Study

Compensation Committee

- Executive Session – to consider the employment, evaluation and compensation of a public employee or official.

ffi

 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

Nominating Committee

Tuesday, March 3, 2026

Committee Members: Mr. Stephen M. Love, Chair
 Ms. Emily Garr Pacetti
 Ms. Anastasia A. Elder

- I. Roll Call
- II. Approval of Minutes – November 11, 2025
- III. Nominating Committee Report – To present the 2025 slate of candidates for the Office of President and Vice President.

Presenter:

- Mr. Stephen M. Love, Nominating Committee Chair

- IV. Statements from Candidates
- V. Adjourn



Nominating Committee

October 7, 2025

MEETING MINUTES

Committee Members: Mayor Koomar (Presiding), Ms. Elder, Mr. Love, Ms. Pacetti

Staff/Other: Shawn Becker, Nick Biggar, India Birdsong Terry, Janet Burney, Floun'say Caver, Brent Charnigo, Nick Davidson, Maribeth Feke, Michael Fesler, George Fields, Bob Fleig, Joel Freilich, Anthony Garofoli, Rajan Gautam, Carl Kirkland, Jonathan Laule, Sheila Miller, Charles Morgan, Mike Schipper, Joe Shaffer, Wendy Talley, Dawn Tarka, Brian Temming, John Togher, Natoya Walker-Minor, Carolyn Young

Public: Loh, Brian Gibbons

I. Roll Call

Mayor Koomar called the meeting to order at 10:32 a.m. A quorum was present.

II. Nominating Committee Report -- an announcement of vacancy of the office of Board Vice President.

Mayor Koomar advised that former Trustee Lauren Welch served as Board Vice President and resigned effective October 3, 2025, and that this meeting was to advance the process of the appointment a replacement.

Mr. Love explained that Article 2, Section 5 of the GCRTA Bylaws requires that the unexpired term of Vice President shall be filled by a public vote of the majority of the Board. Board Trustees who are interested in being appointed to the position of Vice President should send a letter of interest by October 14, 2025. The Board intends to fill the vacancy and its unexpired term through March 2026 during its next Board Meeting on October 21, 2025.

Trustees complimented former Trustee Welch's acute sense of service and dedication and stated that she had served the Board very well.

Mayor Koomar noted that positions of Board Liaison to the COC and Chair of the External & Stakeholder Relations & Advocacy Committee are vacant due to former Trustee Welch's departure and will be filled when a new vice president is appointed.

III. Adjournment

There being no further business, Mayor Koomar moved and Mr. Love seconded to adjourn the meeting. The meeting was adjourned at 10:01 am.

Rajan D. Gautam
Secretary/Treasurer

Brent Charnigo
Board Administrator



AGENDA

Committee of the Whole

Tuesday, March 3, 2026

Committee Members:

- Mayor Paul A. Koomar, Chair
- Ms. Emily Garr Pacetti, Vice Chair
- Ms. Anastasia A. Elder
- Mayor Marie Gallo
- 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 – February 17, 2026

III. Code Book Update - Amending Section 460.04(f) Capital Improvement Fund

Presenter:

- Anna Hlavacs, Senior Counsel, Legal

IV. New Railcars Update

Presenters:

- Bryan Moore, Railcar Project Lead Manager, Fleet Management
- Casey Blaze, Manager, Rail Equipment, Rail District

V. Adjourn



Committee of the Whole

February 17, 2026

MEETING MINUTES

Committee Members: Ms. Pacetti (Chair), Mayor Gallo, Ms. McPherson, Mr. Sleasman

Also Present: Ms. Elder, Mr. Love, Mr. Sleasman, Mayor Weiss, Ms. Whigham

Staff/Other: Tom Allen, Shawn Becker, India Birdsong Terry, Nick Biggar, Janet Burney, Floun'say Caver, Brent Charnigo, Sharon Cottrell, Nick Davidson, Dan Dietrich, George Fields, Bob Fleig, Joel Freilich, Catherine Galla, Anthony Garofoli, Rajan Gautam, Fiona Gibbons, Sharon Jenkins, Lawrence Jupina, Carl Kirkland, Ida Marshall, Sheila Miller, Charles Morgan, Jim Rusnov, Kay Sutula, Wendy Talley, Brian Temming, John Togher, Kimberly Wright, Carolyn Young

Public: Mark Aesch, Brian Gibbons, Kevin Hinkle, Bianca Robinson, Tanya Stowers, David Tettey, Carren Woods

I. Roll Call

Mayor Koomar called the meeting to order at 9:00 a.m. with roll call. A quorum was present.

II. Approval of Minutes – January 20, 2026

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

III. Internal Audit Report – Presentation of 4th Quarter 2025 Internal Audit Report.

Anthony Garofoli, Executive Director of Internal Audit, presented a summary of the fourth quarter 2025 internal audit activities. He noted that a more detailed presentation had been provided to the Audit Committee on February 10.

The 2025 Internal Audit plan was approved in February and revised mid-year and aligned with the GCRTA strategic plan and focused on customer experience, included completed reviews of employee travel expenses, safety plans, mechanical failures, and cybersecurity follow-ups. While recommendations were made and will be tracked in the audit management system, there were no issues requiring board consideration at this time.

The report also covered continuous auditing of real-time data, including fare collection, purchasing cards, and payroll, with no significant issues found.

Regarding the Railcar Replacement Program, Mr. Garofoli reported that total payments to Siemens Mobility reached \$125.3 million as of January 30, 2026, representing approximately 36% of the \$344.4 million contract. No change orders were recorded for the contract during the fourth quarter. The Board is scheduled to receive an update on the project in March or April.

Mr. Garofoli stated that Internal Audit is engaged in ongoing projects, including the Brook Park rail shop modifications and yard track improvements, with further results expected at the May Audit Committee meeting.

External audit activities are also underway, with the State auditor on-site for the fiscal year 2025 financial and single audit. The Federal Transit Administration (FTA) is scheduled to conduct a triennial review later this year to evaluate the use of federal funds and grant compliance.

The healthcare consultant is proceeding with that audit. Mr. Garofoli will provide an update to the Audit Committee during its May meeting.

Mayor Weiss stated that the quarterly Audit Committee meetings are very detailed.

I. Adjournment

There being no further business to bring before the Committee, Mr. Sleasman moved to adjourn the meeting and seconded by Ms. Pacetti. The meeting was adjourned at 9:52 a.m.

Rajan D. Gautam
Secretary/Treasurer

Brent Charnigo
Board Administrator



Greater Cleveland
Regional Transit Authority

Interoffice Memo

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

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

Date: February 26, 2025

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

At the March 3, 2026 Committee of the Whole meeting, staff will present proposed revisions 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 the Capital Improvement Fund from ten percent to five percent in Section 460.04(f)

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

Attachments: A. Redline of Chapter 460

IBT/ah

CHAPTER 460
Financial Policies; Funds

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~~five percent of sales tax revenues shall be allocated to capital improvement on an annual basis. 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 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.)



AGENDA

Organizational, Services & Performance Monitoring Committee

Tuesday, March 3, 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 – February 17, 2026
- III. RFP Procurement – a presentation of a sole-source procurement for ProTracker Armband and Right of Way (ROW) vehicle detection units which are used by Power & Way, Engineering, and Facilities Maintenance as secondary protection for work performed on or near the ROW.

Presenters:

- Miles Varga, Supervisor of Traction Power, Power & Way District
- Glenville Manning, Contract Administrator II, Procurement

- IV. Contract Increase – a request to authorize an increase to the natural gas contract spending authority. This request does not increase the Natural Gas or CNG budget for 2026. Instead, it provides the authorization under this contract to spend the budget that has already been established and approved by the Board of Trustees on December 16, 2025.

Presenters:

- Tom Allen, Energy Manager
- Shawn Becker, Director, Procurement
- Jenn Martin, Program Contract Manager, Procurement

- V. Adjourn



Organizational, Services & Performance Monitoring Committee

January 6, 2026

MEETING MINUTES

Committee Members: Ms. Pacetti (Chair), Ms. McPherson, Mr. Sleasman

Staff/Other: Shawn Becker, Nick Biggar, India Birdsong Terry, Muriel Bowen, Janet Burney, Floun'say Caver, Brent Charnigo, Nick Davidson, Drew Dimmick, Maribeth Feke, George Fields, Bob Fleig, Joel Freilich, Catherine Galla, Anthony Garofoli, Rajan Gautam, Orlando Hudson, Robert Jefferson, Sharon Jenkins, Chief Deirdre Jones, Lawrence Jupina, Carl Kirkland, Jonathan Laule, Derek Meinke, Sheila Miller, Charles Morgan, Jason Rosenlieb, Mike Schipper, Joe Shaffer, Kay Sutula, Dawn Svancara, Wendy Talley, Brian Temming, Donald Tereba, John Togher, Carolyn Young

Public: Loh, Chris Urban

I. Roll Call

Ms. Pacetti called the meeting to order at 9:02 a.m. with roll call. A quorum was present.

II. Approval of Minutes – November 18, 2025

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

III. Landscape Maintenance and Parking Lot Snow Removal (Shaker Heights Maintenance Agreement) for Two Years.

James Reed, Property Manager, Programming & Planning, stated that he was presenting a two-year agreement with the City of Shaker Heights for landscaping and snow removal along the Blue and Green lines within the City of Shaker Heights. The location in question are the median areas along Shaker Blvd. and Van Aiken Blvd. The work will be performed by the City's Public Works Department.

Mr. Reed stated that this arises from the 1975 acquisition of the Shaker Rapids System and subsequent 1982 agreement for the provision of landscape services and setting a series of three-year maintenance agreements.

GCRTA reviews these costs diligently and are comparable with landscaping contractors. Shaker Heights has the necessary staff, equipment and management in place. Any complaint calls go to the Shaker Heights Public Works Department, saving the time and expense to respond to. Shaker Heights also bears the risk of contingencies that would increase the cost through this contract. The two-year average under this agreement represents less than a 1% increase.

Staff recommends approval of an agreement with the City of Shaker Heights for the provision of Labor and materials for all landscape maintenance and snow removal for a two-year term at a cost of \$311,520.71 in 2026 and \$283,127.40 In 2027.

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

IV. Non-Rail and HealthLine Landscaping – This is a competitive negotiated procurement for Non-Rail and HealthLine Landscaping Services for a period of three years with two one-year options.

Ellisia Turner, Supervisor, Janitorial Services, stated that landscaping supports the Authority's public image and compliance with applicable laws and regulatory requirements. GCRTA does not have the specialized equipment or in-house expertise to maintain the non-rail and HealthLine sites to required standards. A professional contractor is required to deliver consistent performance across a large multi-site footprint.

Dawn Svancara, Contract Administrator II, Procurement, stated that the request for proposal was issued on October 12, 2025, and two firms proposed. Staff recommends awarding the contract to ESK Landscaping, LLC to provide non-rail and Healthline landscaping services for three-year based term in an amount not to exceed \$791,636.40 with two one-year options in amount not to exceed \$272,654.76 and \$280,259.80, respectively, for a total contract amount not to exceed \$1,344,550.96.

Ms. Pacetti stated that this is one of three main landscaping contracts for GCRTA: non-rail, rail and Shaker Heights.

Ms. Elder requested clarification regarding the difference between non-rail and rail landscaping. Ms. Turner explained that the non-rail landscaping refers to land owned by GCRTA that does not have a rail line. Additionally, snow removal does not fall within landscaping services and is performed in-house.

Ms. Whigham appreciated negotiating the contract amount 11% below the independent cost estimate.

Mr. Love stated that other large public property owners have begun to determine whether there are low- or no-mow zones or putting pollinator habitat in as opposed to having the land be a constant maintenance challenge. He inquired whether GCRTA has considered alternatives where it owns large tracks of land from a cost savings or environmental benefit standpoint. Jason Rosenlieb, Manager of Rail Facilities, advised that GCRTA has bioretention basins and green roofs for cost savings and have researched natural alternatives but has not yet implemented a strategy.

Mr. Love recommended talking to other public landowners about their land management strategies.

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

V. Title VI – 2026 Program Update to the Federal Transit Administration

Robert Jefferson, OEO & ADA Program Administrator, stated that Title VI derives from the Civil Rights Act of 1964 and states that no person in the United States shall on the grounds of race, color, or national origin be excluded from participation in or be denied the benefits of or be subjected to discrimination under any program or activity receiving federal financial assistance. Every three years GCRTA is required to perform a Title VI update to comply with FTA regulations.

Mr. Jefferson explained that GCRTA must ensure that customers receive the benefits and services available and be fair and equitable. This looks like members and customers being able to have an opportunity to participate in planning and decision making. Decision making in terms of where services are located and that these decisions are consistent with the Title VI regulations. A public participation plan ensures that all community members are being heard.

Maribeth Feke, Director, Programming & Planning, stated that the Language Assistant Plan helps equalize languages for people who do not speak English very well and communicates their rights and allows for participation in GCRTA services. All vital documents are translated into Spanish online and on each bus. Census data indicates that Spanish is by a large margin the most common language besides English in the area, followed by Arabic, Ukrainian, Chinese and French.

Joel Freilich, Director of Service Management, stated that GCRTA is required to prepare a report every three years to identify how service is equitably distributed. Each year staff have found that it is equitably distributed. Title VI considerations as a criterion of service development and service planning process.

Title VI compliance is considered with vehicle assignment, distribution of bus shelters, levels of service and when making service or fare changes, as well as vehicle assignment.

Mr. Jefferson stated that GCRTA must follow all Title VI requirements to be in good standing with FTA.

Mr. Sleasman expressed appreciation for the work staff has performed on this matter and that it is very important.

Ms. Elder inquired whether the FTA implemented any changes Title VI update and why this is being presented as an update.

CEO Terry stated that GCRTA is required to provide an update to FTA every three years under Title VI. However, the Authority has consistently exceeded these requirements and holds it to the highest standard. Ms. Terry also stated that she requested taking the position of Civil Rights Officer to hold the CEO accountable for these requirements.

Ms. Elder was interested in looking at the ability to provide interpretive services more readily. Sharon Jenkins, Marketing Director, advised that staff monitors changes over time for translation and interpretive needs.

Ms. Pacetti inquired whether GCRTA receives feedback from its Title VI update. CEO Terry explained that no response is a good response. Staff meets quarterly with FTA Region 5 to go through topics that include capital projects and operations, and DBE is a component of it.

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

VI. Adjournment

There being no further business to bring before this Committee, Mr. Sleasman moved to adjourn the meeting and seconded by Ms. McPherson. The meeting was adjourned at 9:44 a.m.

Rajan D. Gautam
Secretary/Treasurer

Brent Charnigo
Board Administrator



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

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

Date: February 26, 2026

Subject: Protran Technology Ranging ROW Safety Equipment – Sole Source
Procurement, 2026-014

This is a negotiated sole source procurement to award a contract to a qualified firm to provide the Authority with upgraded rail vehicle and wayside worker detection equipment to ensure the Authority's new railcars are compatible with the wayside early warning notification safety equipment.

At the March 3, 2026, Organizational, Services & Performance Monitoring Committee meeting, staff will make a presentation on the scope of work, background, procurement process and recommendation for contract award. Attached is the summary for this contract award. Staff will be requesting that the Organizational, Services & Performance Monitoring Committee recommend the award of this contract at the March 24, 2026, meeting of the Board of Trustees.

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

IBT/SB

SUMMARY OF PROPOSED AWARD
Protran Technology Ranging ROW (Right of Way) Safety Equipment

PROJECT OVERVIEW:

The Greater Cleveland Regional Transit Authority has an ongoing need for ProTracker Armband and Right of Way (ROW) vehicle detection units which are used by Power & Way, Engineering, and Facilities Maintenance as secondary protection for work performed on or near the ROW. The equipment is a core component of GCRTA's Right-of-Way Worker Protection Plan (ROWWPP). The current generation of Protran equipment will be incompatible with the incoming fleet of Siemens vehicles that are being brought to GCRTA as a part of the active Rail Car Replacement Project (RCRP). The proprietary early warning system is already incorporated into our incoming Siemens S200 LRV's.

PROCUREMENT OVERVIEW:

The Authority has a need for ProTracker Armband and Right of Way (ROW) vehicle detection units which are used by Power & Way, Engineering, and Facilities Maintenance as secondary protection for work performed on or near the ROW. This hardware is proprietary to Protran Technology (Harsco Rail), the original installer of the product, and no other firm can provide this equipment. The proprietary early warning system is already incorporated into our incoming Siemens S200 LRV's and serves as a critical piece in our Right of Way Worker Protection Plan (ROWWPP). Due to these reasons, this project is deemed a sole source procurement and is exempt from competitive bidding as authorized under Section 306.43(H)(3) of the Ohio Revised Code.

The Procurement Department requested a proposal from Harsco Rail on January 26, 2026. A proposal was received on February 2, 2026. After negotiations, an updated proposal was received on February 9, 2026. The updated proposal was reviewed by representatives from the Rail District and Procurement Department, and is deemed to be advantageous, fair, and reasonable to the Authority.

RECOMMENDATION

Harsco Rail, has an office at 2401 Edmund Hwy, Box 20, West Columbia, SC 29170.

The strengths of Harsco Rail include:

- Global supplier for railway track maintenance and construction products
- A broad range of quality equipment
- Cutting edge technology
- Over 30 years' experience in the transit industry

CLIENT BASE

Harsco Rail has worked with GCRTA, SEPTA (Southeastern Pennsylvania Transportation Authority), RTD – Denver (Denver Regional Transportation District), MTA-MD (Maryland Transit Administration), Calgary Transit, Metro Transit (St Louis, MO), among many others.

A resolution will request authorization to issue a contract to Harsco Rail to provide Protran Technology Ranging ROW (Right of Way) Safety Equipment in an amount not to exceed \$516,532.50. This amount is approximately 12% above the independent cost estimate of \$459,140.00



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

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

Date: February 26, 2026

Subject: Change Order - Increase to Contract 2021-070 Natural Gas Supply

This is a change order for an increase to the not-to-exceed amount on Contract 2021-070 for Natural Gas Supply to provide the Authority with its natural gas supply requirements to heat its facilities and provide the supply for its compressed natural gas (CNG) operations.

At the March 3, 2026, Organizational, Services & Performance Monitoring Committee meeting, staff will make a presentation on the scope of work, background, procurement process and recommendation for this change order. Staff will be requesting that the Organizational, Services & Performance Monitoring Committee recommend the approval of this change order at the March 24, 2026, meeting of the Board of Trustees.

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

IBT/SB



AGENDA

Operational Planning & Infrastructure Committee Meeting

Tuesday, March 3, 2026

Committee Members: Mr. Jeffrey W. Sleasman, Chair
 Ms. Emily Garr Pacetti, Vice Chair
 Mayor Marie Gallo
 Mr. Stephen M. Love

- I. Roll Call
- II. Approval of Minutes – January 6, 2026
- III. IFB Procurement – a presentation a competitive procurement to replace four obsolete scissor lifts with four new units.

Presenters:

- Norbert Reynolds, Resident Engineer II, Engineering & Project Development
- Lou Catalusci, Contract Administrator II, Procurement

- IV. Broadway Transit-Oriented Development Study

Presenters:

- Maribeth Feke, Director, Programming & Planning
- Samantha Metcalf, Senior Planner
- Krysta Pesarchick, City Architecture
- Michelle Bandy-Zalatoris, City Architecture

- V. Adjourn



Operational Planning & Infrastructure Committee

January 6, 2026

MEETING MINUTES

Committee Members: Mr. Sleasman, Ms. Pacetti, Mr. Love

Staff/Other: Shawn Becker, Nick Biggar, India Birdsong Terry, Muriel Bowen, Janet Burney, Floun'say Caver, Brent Charnigo, Nick Davidson, Drew Dimmick, Maribeth Feke, George Fields, Bob Fleig, Joel Freilich, Catherine Galla, Anthony Garofoli, Rajan Gautam, Orlando Hudson, Robert Jefferson, Sharon Jenkins, Chief Deirdre Jones, Lawrence Jupina, Carl Kirkland, Jonathan Laule, Derek Meinke, Sheila Miller, Charles Morgan, Jason Rosenlieb, Mike Schipper, Joe Shaffer, Kay Sutula, Dawn Svancara, Wendy Talley, Brian Temming, Donald Tereba, John Togher, Carolyn Young

Public: Loh, Chris Urban

I. Roll Call

Mr. Sleasman called the meeting to order at 9:49 a.m. with roll call. A quorum was present.

II. Approval of Minutes – December 2, 2025

Mr. Love moved to approve the minutes; Ms. Pacetti seconded. The motion carried.

III. RFP Procurement – a presentation of a competitive procurement for a consultant to update our Strategic Plan.

Maribeth Feke, Director, Programming & Planning, stated that the Strategic Plan was developed in 2019 and included an overarching plan that provided pillar studies.

The updated plan will incorporate new data and transition from the 2019 model to address post-COVID changes and new priorities like safety, routes, rights-of-way, Transit-Oriented Development (TOD), creating revenue from land, and employee retention. GCRTA plans to revisit and establish clear measurable goals and focus on 15-minute city concepts and high-frequency networks.

Drew Dimmick, Contract Administrator II, Procurement, stated that after a competitive bidding process, staff recommends awarding a contract to AECOM Technical Services, Inc, which has a presence in Cleveland, to provide consulting services for an update to the Strategic Plan in a total contract amount not to exceed \$465,000.

This contract is approximately \$123,000 less than the previous plan due to more efficient, online-based community engagement strategies.

Ms. Pacetti stated that it is important to update the plan post-COVID and to coordinate with other agencies to complement efforts with TOD. She emphasized that the consultant would support feedback from the Board, staff and community.

Mr. Love requested clarity regarding extending the plan to 2035-2036. Ms. Feke stated that the goals from the Strategic Plan will have concrete, measurable objectives through 2030 and 2030 to 2036 regarding how to position the Authority for the future. The entirety of the plan will be revisited.

Ms. Whigham requested information regarding the timeline for the project. Ms. Feke explained that the kickoff will be in early February and the entire process will be complete in less than a year.

CEO Terry advised that this project is a mid-life review of the Strategic Plan. Extending the timeline to around 2032 would allow a full five (5) years to enjoy the benefits of the process. This update was incorporated into the 2026 budget.

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

IV. IFB Procurement – a presentation of a competitive procurement for the reconstruction of the transfer table at Track 3 at CRMF

Derek Meinke, Engineer Project Manager, Mechanical, stated that the transfer table at the Central Rail Maintenance Facility brings rail cars from different tracks. This project is to reconstruct the transfer table at Track 3. A 2019 design change had prioritized railcar geometry over the transfer table, causing the heavy equipment to get stuck in gaps. This project would replace those intersections to return to the traditional intersection at Tracks 4 through 11.

Jonathan Laule, Program Contract Manager, Procurement, stated that the lowest responsive and responsible bidder for this project is Delta Railroad Construction, Inc. Staff requests this Committee award a contract amount not to exceed \$1,093,055.

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

V. Proposed Change Order – a presentation of a negotiated change order to authorize additional construction services under Contract No. 2025-007 with RL Hill/Platform Joint Venture and to reinstate the General Manager's change order signing authority.

Brian Temming, Manager, Quality Assurance, explained that the current contract amount with one authorized change order is \$10,481,779.86. The change orders approved under the current signing authority is \$497,192.86 and the limit for change orders on this project is \$500,000.

The proposed change order is for additional construction services including relocating high platforms and adding extensions to improve ADA boarding and lighting. The change order, initiated to accommodate new rail operations and ADA customers, will move mini-high platforms and extend completion to September 23, 2026.

Staff requested approval for a negotiated amount not to exceed \$67,550, raising the total contract to \$1,549,329.86 and reinstating the General Manager's change order authority.

Dr. Caver explained operational changes for ADA boarding, emphasizing the transition to ensure ADA customers are always with the operator.

Ann Marie Prebish, Contract Administrator II, Procurement, stated that the change order summary \$2807.14 remains and the general manager change Order Authority proposed change order #3 is for

a negotiated amount not to exceed \$67,550 and will extend final completion date to September 23, 2026.

Staff requests that the Committee recommend approval of the proposed change order to RL Hill platform contracting joint venture and a negotiated amount not to exceed \$67,550, resulting in a new total contract amount not to exceed \$1,549,329.86. This change order will also reinstate the general manager's change order authority to \$500,000 and extend the project 34 calendar days.

Ms. Elder stated that It sounded like the reason for the boarding on the rear end of the train was because there was someone close by or the driver was close by and so I just wanted to understand

Dr. Caver explained that the way we run it now is if we have more than one light rail. Train we have an operator that's in the other two cars on the 3rd. Class size operators or conductors. if we're on a light rail system and we have two trains, there's always a conductor on the other train who's managing the door operations in the back train. Historically, there was. We used to always run two cars on a light rail. When we go to the new cars we. One will be able to operate those back doors with cameras and computers, so we won't need a conductor. But more importantly, when we're operating a train, we want the 88 customer to be on the train with the operator.

Should there be something that occurs the operator can get to them in the old way? The person would have been in the back car, but there would have been an RTA employee there. And so going forward, we want to slowly transition. This is a historic that car has been historic. Loaded for slowly transition, all of the platforms so when we're operating, the customer is always on the train with the operator. The ADA customer is always on a train.

Ms. Whigham stated that I have one question. So this is my first time I think seeing the term mini high is that just is that a particular kind of platform? Are all the platforms made like that? Is that like a yeah.

So what we do is for ADA customers, because our platforms are light rail or down low and our the floor of our train cars up higher.

We call mini highest if you ever go out to like Lee Shaker and those stations, you'll see there's a small ramp. That goes up to a small platform and what that does is get them up to the same level as the floor of the train car on the current fleet has a trapdoor that lowers down, and then the ADA customer can move in to train with the new. Ones that'll be at the same levels trancar. So the door will just open and then the customers go in and out.

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

VI. IFB Procurement – a presentation of a competitive procurement to make the necessary modifications to the Red Line platforms to support the new railcars.

Don Tereba, Project Manager, Facilities, stated that This contract will modify twenty-two (22) Red Line platforms to fit the new railcars, which are 15 inches narrower and 10 feet longer than the current fleet along the Red line. Four (4) stations are not included in this contract as the platforms in the platform edges which we need to build off of were in very poor conditions, so those are being designed under a separate contract.

Don Tereba presented a contract to modify 22 Red Line platforms for new railcars, which are narrower and longer than the current fleet. Four stations, located on bridges, are excluded and will be addressed separately. The design includes modular bracket and bookshelf extensions to bridge gaps and facilitate quick transitions during two-week shutdowns in summer 2027. The upgrades are

coordinated with the upcoming Cleveland Browns stadium to support three-car trains for major events. The committee discussed integration with stadium plans and the importance of marketing and communications to leverage the investment. Shermer Construction LLC was recommended for the contract, not to exceed \$11,111,000.

Don Tereba explained that a modular bracket and bookshelf extension design will be used to bridge the 10-inch gap created by the narrower cars.

The transition will involve a proof of concept at Tower City followed by two-week shutdowns of the East and West sides of the Red Line in summer 2027 to finalize the extensions. During this time, the old fleet will be retired to the Brook Park station as they will be too wide to operate once the platforms are extended.

Leadership noted that these upgrades are being coordinated ahead of the construction of the new Cleveland Browns stadium in Brook Park to ensure the system can handle three-car trains for major events.

many of the stations the tactile warning services were very poor conditions. A lot of the older stations, the newer ones, are going to need any work. But since we're building off of this platform, edge now is the time to fix these tactile warning. If you've been out at like Cedar's was in bad shape, a lot of the stations are also going to replace restore a lot of the guard rails and. Handrails that were in poor shape were needed.

The main intent of this design. Select the platform Edge extension. Each platform. We have platforms. For the main part, they're cast in place concrete. Many of the older platforms we have precast, some of the newer ones. We also have some fiber reinforced plastic FRP platforms. the main intent of this platform extension was to be able to run the existing fleet.

The existing Red Line fleet, while we're preparing for the new railcars, so you could kind of notice this platform, a big part is to do all the platform repairs, do the tactile warning repairs, do all the extension work. Horizontally I'm going to call it like lengthening the platforms while maintaining the existing fleet. Get all the bracket assembly. There's nothing really, all this work will be done prior to a shutdown in July of 2027 where we would transition from the existing Red Line fleet to the new rail cars during that two week period more or less just that extension piece. That's approximately 7 1/2 inches going out. Will be installed tied into the bracket assembly.

we're going to have a two-week shutdown on the east side, start running Red Line, the new rail cars along the Red Line E then will be a two-week shutdown along the West side. To Put the platform extensions on. Notice that, like all the materials used here, the framing the steel plates, the steel angle irons, the bolts, the nuts are either galvanized or stainless steel. Should hold up very well to our weather conditions we have. Or confidence. This is a good design to allow us to run our existing fleet and then have these shutdowns and we'll transition into running the new rail cars.

For the procurement portion, They made a standardized design, whether the platform was precast or cast in place. It's very standard that way. The workers, when they're installing these brackets, it's standardized.

For the procurement portion, here's one of them is Brook Park. We weren't going to get all the doors on, so there was about the platform need to be extended about 20 additional feet to get that final door. These cars are 10 feet, approximately 10 feet longer, three car train. It was 30 feet, while the existing cars fit on the platform. The new one wouldn't. So those three were extended.

Jonathan Laule, Program Contract Manager, Procurement, stated that the lowest responsive and responsible vendor for this project is Shermer Construction LLC. Staff requests that the Committee recommend award to Shermer Construction LLC for the for this project in the contract amount not to exceed \$11,111,000.

Ms. Whigham stated that I'd imagine we are thinking about the integration between this and the upcoming Browns Stadium. As we're thinking about changes to the red line, are we having conversations with HSG? Are we thinking about the changes and how are we aligning these things as we have those conversations?

CEO Terry stated that everything is on the on the table to think about how operations would be impacted. Opportunities for what it looks like to connect the customers from a campus. we want to make sure it has an easy walk. The walk that we're looking at is about 15 minutes between our current Brook Park rail station and where the campus would be, but there's a lot of physical obstacles between those two points. different properties that are owned by different agencies. Also physical impediments.

I want to focus on this contract and even regarding the Browns, we will be running our new fleet before their playing football park. everything we are doing with this presentation and with the next is part of our overall railcar program as part of the \$450 million program.

And this project We challenged the design team to come up with a modular design so we could have the least impact on customers during the transition. we've identified it as a two week on one side, 2 week on the other.

On the western end of Tower City in the track 10, We are going to spend a month doing a proof of concept. Where the contractor will put in the bracketing. They will test the modular pieces and we will have them do dry runs on how long it takes. To install and deinstall.

These detail challenging type projects and our design team I think has come up with a very good approach, but that proof of concept will really allow us to understand. How it's going to be implemented when it's time to implement and that's one reason we are awarding the contract now. because we're going to have 18 months to prepare for these intensive work periods.

I wanted to make sure we don't forget that we are ahead of the Browns on this. Will be set up for the new railcar and anything we're doing with them is based on running our new fleet. He will have the ability to serve The western part of our system From shaker. The things that we're doing on the light rail Are related to the rail car and will have the ability to run the light rail all the way to the airport.

Dr. Caver stated that as we're looking at the modification of our Red line station we recognize the potential for the Browns to move to the Brook Park station Will change some of our operations, but on Brown Sundays, the Brook Park station is our largest inbound station. we are familiar with the types of crowds that can be at the Brook Park station. the station is fairly new. the extension will allow us to operate 3 car trains on Browns Sunday.

I want to just provide you said, Miss Smith Wiggum. As Don Toriba was showing. They're going to put that black bracket on a platform and place a counter to increase the width of the platform. Now that bracket will be different in some of them depending on how that current station would be fixed.

The goal is for The engineering firm to do as much work before as possible so when we shut the system down, we're able to convert quickly. Our current goal is 2 weeks.

Don Tariba, the engineer project manager, mentioned. We plan to shut down the east side for two

weeks and then we would take all of the red line cars to the West side because once we change the stations, those cars can't operate on the east side and then we'll operate just the new cars on the East side and then for two weeks. Then we will prepare to fix the West side.

We will leave all of the current rail cars at the Brook Park station, which they'll never be able to enter the system again because they'll be too wide and so we're certainly working those processes out. We continue to be in talks with the Browns about their stadium in the Brook Park area and we want to continue to be at that table with them.

Ms. Whigham stated that my question was about the Brown Stadium and this is a significant investment for our Community and I want to thank you all for being intentional and transparent about this, but this is an opportunity to leverage this new investment to excite people to take more transit. And as we thinking about marketing and communications and outreach to the community. How can we leverage this moment?

CEO Terry stated that I appreciate that, trustee Wiggum. The marketing team is a newer partner to the operational tactical team That's been working on this for years and they will be added on a regular basis to think through how to market it. That process will be going on the minute that it comes here in the summer.

a note for the team that we share that schedule with the board when it's appropriate and ready so they can understand also how often we'll be getting these new cars in. It will be quick, heavy, it will be fast. once we get to that point, we will share the strategy.

We will be working on how to Provide a tour for the board to see some of this. Because our next item is for how we're going to be in taking some of these vehicles and the facility that we've been working on and rehabbing for some time and it is ready.

Mayor Weiss stated that It would be helpful for the board if We had a timeline With key benchmarks, like when the trains come in, when they are put in service. When does the system go live?

I understand your question and we can create that and as just as a quick add on, I completely agree.

we were talking about the changes along the red line and four stations aren't being addressed because Address in a prior contract also may be reminding us of which contracts we've already, you know, attached to certain. Projects just to help us center where we are now and where we are on that timeline that you see both of.

I make the for the record the four stations that are in a separate contract are superior. Cedar University, West Blvd. And West Park. An easy way to understand that they're unique because they're all on bridges.

And we have those four stations are under design, we will be bidding them in 26. We do have a work around. If the timing doesn't work right where we can do bridge plates at those four stations to accommodate to new rail cars. But the goal is to get the four platforms done and in place at the right time and they will also. They're also being designed so that we can. Basically, screw in the add-on pieces. which we did, it was 717th the station. We just finished that station actually has a very simple modification where we just bolt into pieces so. They are coming on ongoing.

we are due for a overall railcar update and you know we do have we have dates we're working towards. But we do need to remember. That the first car is still being built. And any of the dates you know we have date horizons that we're working on. We don't want to get too far out in front of that until we start receiving, you know, multiple cars on a regular basis.

from a planning standpoint? We're looking at the conversion on the red line in August, the 27 and a conversion on the light rail in August 28. And we won't have all the cars, but we anticipate will have the critical mass of cars to do those. That's kind of what we're looking at. With the first car targeted for arrival in June.

if I can ask the rail car replacement team to work on a project update and target March. make sure we have a comprehensive update that will prepare us for the first car In the early summer and we should be back on track as far as the schedule expectations. We want to make sure we don't get ahead of things and promising to the public that we're not quite sure of.

Mayor Koomar stated that we understand that these are estimates of spring or summer or fall at this point and obviously as we get closer to it then we can tighten that up. a general ballpark for conversation purposes where we are right now.

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

VII. IFB Procurement – a presentation of a competitive procurement to make the necessary modifications to CRMF to support the new railcars.

Derek Meinke, Engineer Project Manager, Mechanical, stated that modifications to the CRMF, including new service balconies, monorail crane rails, and a dedicated hydraulic brake room to accommodate new railcars are necessary to enhance safety, versatility, and maintenance capabilities. The existing fleet is serviced from underneath the car in the pit. This project will build infrastructure to access equipment on top of the railcar.

Jonathan Laule, Program Contract Manager, Procurement, stated that the lowest responsive vendor for this project was Standard Contracting Engineering Incorporated. Staff requests that this Committee award a contract to Standard Contracting & Engineering, Incorporated in an amount not to exceed \$9,505,365.

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

VIII. Adjourn

There being no further business to come before the Committee, Mr. Sleasman moved to adjourn the meeting, which was seconded by Mr. Love. The meeting was adjourned at 10:57 a.m.

Rajan D. Gautam
Secretary/Treasurer

Brent Charnigo
Board Administrator



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

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

Date: February 26, 2026

Subject: Project 19.70B – Hayden Lift Replacement – Phase II
IFB Procurement

At the March 3, 2026, Operational Planning and Infrastructure Committee meeting, staff will provide an overview of the upcoming contract for the replacement of four (4) in-ground scissors lift at the Hayden garage. The presentation will include the scope of work and staff recommendation of the contract award.

This project will replace four (4) in-ground heavy-duty lifts with new 40-foot scissors lifts. The following tasks are part of the work:

- Removal and disposal of existing in-ground lifts.
- Modification of existing pits for receiving new lifts.
- Installation of floor drains
- Provision of 480 V, three-phase electrical cable to power each lift. Provision of hydraulic hoses and air lines for each lift.
- Provide and install four (4) new sets of in-ground scissors lifts with a 17-foot travel range. Each lift will have a moveable cover plate, a control console with wired remote control, an automatic wheelbase positioning system, and a home Red/Green stack light for safe operation.
- Staff training.

The Summary of Proposed Award is attached.

Staff will request that the Operational Planning and Infrastructure Committee recommend award of the contract to the full Board for approval at the March 24, 2026, Board meeting.

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

IBT/NAR

**SUMMARY OF PROPOSED AWARD
Hayden Garage Lift Replacement – Phase 2**

PROJECT OVERVIEW:

The Greater Cleveland Regional Transit Authority (GCRTA) has the need to remove and replace four (4) in-ground heavy duty scissor lifts in the garage at Greater Cleveland Regional Transit Authority's (GCRTA) Hayden District Garage. They have surpassed their service life. Four (4) new in-ground heavy duty scissor lifts will be installed. There is currently only one manufacturer for this type of lift. Due to size and space constraints, this is the only type of lift that can be used in the repair bays.

PROCUREMENT OVERVIEW:

The Invitation for Bid ("IFB") for Project 19.70(B) – Hayden Garage Lift Replacement – Phase 2 was issued on January 11, 2026. The necessary legal notice was published in the Plain Dealer and Call & Post newspapers. The IFB was also published on the RTA website.

The IFB was accessed and/or downloaded from the website by seventeen (17) interested parties. One (1) bid was received and opened on February 19, 2026.

| Company Name | Total Base Bid |
|-----------------------|----------------|
| SLE Technologies Inc. | \$1,470,630.83 |

The basis of award is the lowest responsive bid from a responsible bidder for the total base bid price. SLE Technologies, Inc. was determined to be a responsive bidder.

RECOMMENDATION:

SLE Technologies Inc. has successfully completed projects for the River Valley Mass Transit, Greater Peoria Mass Transit, Champagne Urbana Mass Transit, and Madison Metro Transit, among others.

A resolution will request authorization to issue a contract to SLE Technologies Inc. for the Hayden Garage Lift Replacement – Phase 2 project in an amount not to exceed \$1,470,630.83. This bid is 1.7% below the Engineer's Estimate of \$1,495,785.96.



Greater Cleveland
Regional Transit Authority

Interoffice Memo

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

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

A handwritten signature in black ink, appearing to read 'IBT', enclosed in a hand-drawn oval.

Date: February 26, 2026

Subject: Broadway TOD Study

At the March 3, 2026 Operational Planning & Infrastructure Committee meeting, staff and the Consultant team will provide a presentation on the Findings and Recommendations of the Broadway TOD Planning Study. The planning process has been completed and is presented to the Committee as information in conclusion of the study.

Please do not hesitate to contact me if you have any questions or require additional information prior to Tuesday's meeting.

IBT/mbf



AGENDA

AD-HOC COMPENSATION COMMITTEE

Tuesday, March 3, 2026

Committee Members: Mayor David E. Weiss, Chair
Emily Garr Pacetti
Anastasia A. Elder

- I. Roll Call
- II. Approval of Minutes – February 3, 2026
- III. Executive Session Requested - to consider the employment, evaluation and compensation of a public employee or official.
- IV. Adjourn



Compensation Committee Meeting

February 3, 2026

MEETING MINUTES

Committee Members: Mayor Weiss, Ms. Elder, Ms. Pacetti

Staff/Other: India Birdsong Terry, George Fields, Anthony Garofoli

Public: None

Mayor Weiss called the meeting to order at 9:34 a.m.

I. Roll Call

There were three (3) Committee members present, representing a quorum.

II. Approval of Meeting Minutes

Mayor Weiss moved, and Ms. Elder seconded to approve the minutes of the January 3, 2026, Ad-Hoc Compensation Committee Meeting. The motion was unanimously approved.

III. Executive Session

Ms. Elder moved, and Ms. Pacetti seconded to go into Executive Session to consider the employment, evaluation and compensation of a public employee or official. The motion was unanimously approved.

The Committee was in Executive Session from 9:35 a.m. to 10:56 a.m.

Ms. Elder moved, and Ms. Pacetti seconded to resume the meeting. The motion was unanimously approved.

IV. Adjournment

There being no further business, Mayor Weiss moved to adjourn the meeting and was seconded by Ms. Pacetti. The motion was unanimously approved. The meeting was adjourned at 10:56 a.m.

Rajan D. Gautam
Secretary/Treasurer

Brent Charnigo
Board Administrator