



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, April 7, 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. **Committee of the Whole**

- Agenda attached.

Operational Planning & Infrastructure Committee

- Agenda attached.

Compensation Committee

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

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, April 7, 2026

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

I. Roll Call

II. Approval of Minutes – March 24, 2026

III. Finance Overview

Presenter:

- Rajan Gautam, Deputy General Manager, Finance

IV. Adjourn



MEETING MINUTES

Committee of the Whole

March 24, 2026

Committee Members: Mayor Koomar (Chair), Ms. Elder, Mayor Gallo, Mr. Love, Ms. McPherson, Mr. Sleasman, Mayor Weiss, Ms. Smith Whigham

Not Present: Ms. Pacetti (Vice Chair)

Staff/Other: Tom Allen, Shawn Becker, India Birdsong Terry, Nick Biggar, Janet Burney, Floun'say Caver, Brent Charnigo, Patrick Coffey, Kristie Cox, Nick Davidson, Allison Dykes, George Fields, Bob Fleig, Joel Freilich, Catherine Galla, Anthony Garofoli, Rajan Gautam, Sharon Jenkins, Chief Deirdre Jones, Lawrence Jupina, Carl Kirkland, Ida Marshall, Gerald Mason, Ruben Morgan, Holly Mothes, Mike Schipper, Kay Sutula, Wendy Talley, John Togher, Natoya Walker-Minor, Kimberly Wright, Carolyn Young

Public: 10

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 – March 3, 2026

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

III. Potential Service Adjustments

Rajan Gautam, Deputy General Manager, Finance, provided a detailed overview of the financial challenges facing the Authority. Staff had mentioned during the 2026 budget development process that there would have to be service reductions in the summer of 2026 and they are all very conscious about the impact of these actions on the community and customers. Their efforts have been to minimize the impact as much as possible.

Mr. Gautam stated that staff has been open and transparent throughout the entire process and noted that structural budget gaps were identified in mid-2025 during the budget development process. The Authority has faced rising healthcare costs, significant transfers from savings, and a projected deficit of \$48.2 million by 2028. To comply with Board policy requiring a one-month operating reserve of approximately \$30 million, a \$78.2 million shortfall must be addressed.

The Finance team implemented several cost-saving measures, including reductions in travel, sponsorships, and memberships, a hiring freeze, elimination of the bus mechanic apprentice program, vacant positions, and efforts to reduce overtime. Transfers to the rolling stock reserve fund were reduced or eliminated, and scrutiny of non-personnel spending was increased. Customer Wi-Fi was eliminated, and non-bargaining merit increases were suspended for 2026.

To achieve stability through 2028, the agency is evaluating a potential sales tax increase to generate additional revenue. Other recommendations include revising capital funding policies, which would reduce the required capital transfer requirement from 10% of sales tax to 5%, and proposing a \$35 million debt issuance. Personnel assessments for operational efficiencies and potential consolidations are ongoing. A credit card convenience fee is under evaluation. In December, a 12% service reduction was recommended to save \$10 million annually.

Staff continues to assess personnel for operational efficiencies and potential consolidations. New strategies were developed, such as hiring part-time operators rather than full-time operators.

Mr. Gautam stated that the management team was to consider a 12% service reduction to save \$10 million annually. However, as a result of the aforementioned strategies, the new recommendation for the operation team was to institute a much smaller 3% service reduction which will save \$2.5 million on an annual basis.

Joel Freilich, Director of Service Management, outlined the timeline and details of the proposed 3% service reduction. The legal notice will be advertised beginning March 27. Although only one public hearing is required, three public hearings will be held on April 13, 15 and 16 at varying times to maximize accessibility. The public hearings will also be advertised on buses, which is the main way riders will see it. Comments will be accepted via various means and will receive the same analysis.

The comment period closes April 27, with analysis and recommendations completed by April 29. The Board will be updated on May 5, and the final decision will be made on May 7, with implementation preparations leading up to August 16.

Mr. Freilich outlined specific service changes, beginning with route discontinuations.

The B-Line trolley would be discontinued due to low ridership of 3.3 boardings per trip. Discontinuation of this route saves about 6,700 annual vehicle hours, which is what drive costs. Mr. Freilich explained that geography is extremely important in how decisions are made and, in this case, no affected rider would have to walk more than a half mile to an alternate service because the downtown area is full of major routes, most of which run as frequently as the trolley.

The B-branch of No. 19 would be discontinued to enable consistent 30-minute service to Tri-C East. Only 11 trips per day would require a walk of more than half a mile to an alternate route.

Moving to frequency reductions, Mr. Freilich stated that on weekdays the No. 78 Puritas would have frequency reduced from every 15 minutes to 30 minutes, reverting to pre-2024 levels. This change would save almost 14,000 annual vehicle hours. The No. 86 Rocky River Drive to Bagley Road would be reduced from every 30 to 60 minutes. That reduction would save almost 7,000 vehicle hours annually.

Frequency reductions proposed for weekends likewise return to the frequency provided prior to 2024. During Weekends, the No. 3 Superior route would be reduced from every 15 to 30 minutes and the No. 10 Cleveland portion frequency would also be reduced from every 15 to 30 minutes. These reductions would respectively save 2,700 and 6,400 annual vehicle hours annually.

Mr. Freilich stated that one element of the proposal is an operating hours reduction. The Waterfront Line service will not be restored for non-event days after Tower City construction, due to low ridership, which is less than one ride per trip. Service will remain for major events.

Mr. Freilich explained that service may be restored in the future pending lakefront development.

Concluding the proposed service changes, Mr. Freilich advised that the No. 77 Brecksville Road route will be realigned to respond to customer requests. Seven daily passengers will have a longer walk, but 30–35 will have a shorter walk, with potential for increased ridership. The change is cost-neutral. The realignment is also supported by the City of Brecksville’s political leadership.

Summarizing the proposal, Mr. Freilich explained that the total annual vehicle hours reduction is 39,000, representing a 3% reduction and \$2.5 million in annual savings.

Ms. Elder requested a 1-page high-level document that lists routes that will be eliminated or have reduced frequency or operation hours. She also expressed interest in seeing how that translates into how much each route potentially saves. Ms. Elder, additionally, interested to know the rationale for why the routes existed in the first place. Mr. Freilich stated that staff could create a document and provide the requested information.

The Board expressed appreciation for the work of staff to reduce the proposed service reductions from 12% to 3%.

Ms. Whigham requested information regarding the demographics of those impacted by these routes. Mr. Freilich indicated that staff can provide that information.

Mr. Sleasman questioned whether these proposed reductions are rollbacks from the changes of NEXT GEN and whether that was coincidental. Mr. Freilich stated that generally they were not reversals of 2021 NEXT GEN implementation; they are reversals of enhancements in 2024 and are reverting to the NEXT GEN series.

Mr. Love inquired whether this proposed 3% reduction will be effective through 2028 or whether there could be additional reductions. Mr. Freilich stated that the plan under discussion is the proposal for August, but he cannot guarantee there will be no further reductions.

Ms. Elder stated that operators that will be impacted will still have an opportunity to work in other areas within the organization. CEO Terry stated that these are proposed service-related reductions and not workforce-related. Operators will not be laid off and those that are on impacted routes will be reassigned.

Mayor Weiss requested an explanation regarding the savings per hour. Dr. Caver explained that vehicle hours are broadly multiplied by an hourly rate that considers the wages and benefits of the operator and natural gas, mechanic and inventory hours. The combination comes to \$2.5 million per year.

CEO Terry stated that staff has conducted extensive analysis and this proposal balances historical routes with shifts in travel patterns. This is a responsible mechanism to whittle down service for areas that do not have a return on investment for ridership while trying to not impact employees. There are no additional service cuts planned for 2026.

I. Adjournment

There being no further business to bring before the Committee, Mayor Koomar moved to adjourn the meeting and seconded by Ms. Elder. The meeting was adjourned at 9:46 a.m.

Rajan D. Gautam
Secretary/Treasurer

Brent Charnigo
Board Administrator



Operational Planning & Infrastructure Committee Meeting

Tuesday, April 7, 2026

AGENDA

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

- I. Roll Call
- II. Approval of Minutes – March 3, 2026
- III. Hayden Garage Lift Replacement Phase 3 – Mobile Wireless Column Lifts -- a competitive procurement to replace two parallelogram lifts with two sets of six battery operated wireless column lifts, with an additional set included to be used as a spare.

Presenters:

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

- IV. Adjourn



Operational Planning & Infrastructure Committee

March 3, 2026

MEETING MINUTES

- Committee Members:** Mr. Sleasman (Chair), Ms. Pacetti (Vice Chair), Mayor Gallo
- Present:** Mayor Koomar, Ms. Elder, Ms. McPherson, Mayor Weiss, Ms. Whigham
- Staff/Other:** Numen Abdul-Mujeeb, Tom Allen, Shawn Becker, Nick Biggar, India Birdsong Terry, Muriel Bowen, Janet Burney, Louis Catalusci, Floun'say Caver, Brent Charnigo, Nick Davidson, Maribeth Feke, Jose Feliciano, George Fields, Bob Fleig, Joel Freilich, Anthony Garofoli, Rajan Gautam, Sharon Jenkins, Chief Deirdre Jones, Lawrence Jupina, Carl Kirkland, Glenville Manning, Jennifer Martin, Mandy Metcalf, Nicholas Miller, Sheila Miller, Charles Morgan, Holly Mothes, Norbert Reynolds, Mike Schipper, Heather Schnear, Karen Smith, Wendy Talley, John Togher, Miles Varga, Kimberly Wright, Carolyn Young
- Public:** Michelle Bandy-Zalatoris, Brian Gibbons, Loh, Nancy Lyon-Stadler, Krysta Pesarchick, Tim Rosenberger, Shauna Sanders

I. Roll Call

Mr. Sleasman called the meeting to order at 10:30 a.m. with roll call. A quorum was present.

II. Approval of Minutes – December 18, 2025
January 6, 2026

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

III. IFB Procurement – a presentation a competitive procurement to replace four obsolete scissor lifts with four new units.

Norbert Reynolds, Resident Engineer II, Engineering & Project Development, stated that the scope of work includes removal and disposal of the four existing in-ground lifts, modifying the existing pits, installation of floor drains and the installation of four (4) new in-ground scissor-style lifts.

The existing lifts were installed 15 years ago by a manufacturer that no longer produces that style and have become difficult to maintain due to the long lead times for spare parts. The project scope includes removing the old units, modifying the pits to a shallower depth of 34 inches, installing floor drains, and providing new lifts.

Once the lifts are installed, they will be tested and certified before placed into service. The contractors are required to provide training for the operation and maintenance of these new systems.

The new lifts offer environmental benefits, using only 3.5 gallons of hydraulic fluid compared to the 20 to 55 gallons used by traditional models. The new system features technology with an intuitive interface that mechanics can operate while wearing gloves.

Lou Catalusci, Contract Administrator II, Procurement, stated that the lowest responsive and responsible bidder is SLE Technologies Inc., and they are the distributor in the region for this lift.

Staff requests that the operational planning and Infrastructure Committee recommend award to SLE Technologies Inc. For the Hayden garage lift replacement phase two project. The contract is an amount not to exceed \$1,470,630.83.

Mr. Sleasman questioned why there was only one bid. Mr. Catalusci explained that SLE Technologies is the region's distributor and a factory-authorized installer, which gave them a significant pricing advantage. To minimize operational disruptions at the garage, the contract requires that no more than two lifts be replaced at any one time.

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

IV. Transit-Oriented Development Study

Maribeth Feke, Director, Programming & Planning, introduced a comprehensive study for the Broadway corridor, which was funded in part by a competitive FTA TOD grant. The plan aims to integrate Bus Rapid Transit (BRT) with development to transform ridership and placemaking in the Slavic Village neighborhood.

Staff is in the process of designing and engineering the Metro Healthline. Staff anticipates \$1 billion in development along the West 25th Street/Pearl Road Corridor. Each of those plans and projects started with the study. Broadway is the next corridor and is the backbone of the Authority's strategic plan.

The development of transit and how that leverages development of the community and the corridor. While a corridor may just be a few blocks or a few miles in the city, the benefits are magnified throughout the line.

Samantha Metcalf, Senior Planner, stated that bus rapid transit and transit-oriented development could be transformational for ridership along the corridor and placemaking in the Broadway Slavic Village neighborhood, providing benefits for the adjacent communities for their transit riders.

Michelle Bandy-Zalatoris, City Architecture, explained that transit-oriented development is important in connecting people in place. It locates homes, destinations and development within a convenient and comfortable walk to a transit stop. This supports a dense mix of uses with less parking and places a focus on pedestrian and bicycle connections. It has many benefits, including a reduction in crashes and improved safety, increased accessibility and efficiency, and supports economic development within our neighborhoods.

Broadway is well connected from a transit standpoint; riders can access 11 GCRTA routes from the Broadway corridor with zero or one transfers. Due to vacant and underutilized land assets along the corridor, this is an opportunity for development that supports a sustainable approach to growth for the neighborhood.

Krysta Pesarchick, City Architecture, detailed the intensive community engagement process, which involved nearly 20 core project team meetings and five steering committee meetings to address

resident concerns such as pedestrian safety, housing stability, and the need for neighborhood gathering spaces. At these engagement events, there was an emphasis on strength of Broadway's diversity, historic aspects, green spaces and a deep community pride within the neighborhood. We heard concerns about unsafe crossing speeding from vehicles, poor lighting, potholes in the roadway and deteriorating sidewalks. Access to bus stops is challenging and there is a need for more supportive infrastructure and amenities for the public and ridership.

Ms. Pesarchick advised that there have been 540 crashes along Broadway between 2021 and 2024. 40% of the crashes resulted in injury. Cleveland's Vision Zero study shows that average speeds along the corridor exceed the speed limit, which is a direct correlation to these crashes.

The transportation component of the study proposes reducing the number of bus stops from 25 to 17, increasing the average spacing to 1,200 feet to improve efficiency. The preferred alternative includes dedicated bus lanes for more than 50% of the corridor, transit signal priority, and raised platforms at half of the stations to speed up boarding. Market analysis revealed that while the area has a strong manufacturing and healthcare job base, most residents travel outside the neighborhood for work.

The study recommends a phased strategy to stabilize the housing market — where two thirds of sales are to investors — by focusing on renovation and adaptive reuse in specific nodes, such as the East 55th Street intersection.

The preferred alternative proposes dedicated bus lanes for more than 50% of the corridor. There are strategic bump-outs to allow space for shelters where sidewalks are narrow, to create space for on-street parking where there is little to no opportunity behind existing buildings and allow space in key areas for raised platforms to help speed up boarding.

The proposed configuration for the BRT is 17 stations with an average of about 1,200 feet between each stop. The result is approximately 30% fewer stops and 1.8 times the distance between the stops which will help improve efficiency and reliability.

Ms. Pesarchick explained that a family of station types were developed based on feedback from the community that are aligned with GCRTA standards.

Some of the improvements include dedicated curbside bus lanes for more than half the alignment, transit signal priority, reduced the number of bus stops, far side bus stops raised boarding at approximately 50% of the preferred state proposed stations and the new stations would support rider safety and comfort.

Transit benefits include efficient increased efficiency and reliability. Improved safety increase in ridership and improved perceptions of public transportation. Through the new transit waiting environments and the support for multimodal transportation.

Moving to market analysis. Ms. Pesarchick noted that 4% of residents work within the Broadway neighborhood. There is retail growth potential along Broadway and the Slavic Village neighborhood. The idea is to target existing vacant commercial spaces along the corridor to house a significant number of new retail opportunities and undeveloped sites where new infill development can be built.

Projects need to be undertaken carefully to build stability and decrease the dependence on subsidy. The first step is to reinvest in the existing commercial buildings and housing stock with renovation programs and adaptive reuse.

Ms. Bandy-Zalatoris provided a brief overview of the land use and development plan that supports the plan, detailing a series of nodes centered on the station locations. Housing investment is the best

opportunity for a first step to change the dynamics within the neighborhood, along the corridor and to build density.

Summarizing the report, Ms. Bandy-Zalatoris stated that next steps include presentations to the City of Cleveland Planning Commission and Landmarks Commission, as well as the local Design Review Board. The next steps will be explored, working with the City of Cleveland, recognizing other initiatives that are underway. The BRT opportunity along the Broadway corridor can be a catalyst for focused growth.

Mayor Koomar raised questions regarding how the route connects to regional assets like the County jail and hospital systems, and whether consideration was given to increased ridership.

Ms. Metcalf explained that the capacity of the transit system will be increased by improving reliability along the corridor. She noted that the City of Garfield Heights has completed its own TOD study and is eager to move forward.

Ms. Feke stated that the common route is the corridor, which will help connectivity. She advised that staff has been working with large entities in the corridor such as MetroHealth, Third Federal and the Boys and Girls Club.

CEO Terry stated that it is important to understand the broader context regarding long-term planning and development opportunities.

Ms. Pacetti expressed interest in understanding the long-term context regarding long-term planning and partners. Ms. Feke advised that the TOD section of the strategic plan includes financing. Staff has met with the Cleveland Foundation, County Land Bank, Cleveland Port Authority and has monthly meetings with Cuyahoga Planning Commission regarding how to fund TOD projects.

Mayor Weiss inquired about the total project cost, which is estimated at approximately \$36.9 million for construction and just under \$50 million when including engineering fees.

Mr. Sleasman appreciated the consolidation of stops and stated that an average of every quarter mile will be helpful. He inquired whether there was a way to compensate in the nodes that were too narrow for dedicated bus lanes and whether there would be transit signal priority. Ms. Metcalf affirmed that transit signal priority would be in the plan for the whole corridor. Far side stops increase the potential for a raised platform for which additional space helps speed boarding.

Ms. Elder asked for an explanation of the correlation between raised platforms and boarding. Ms. Metcalf explained that a raised platform makes the transition easier and save time during boarding.

Responding to a question regarding the number of stops, Ms. Metcalf stated that increasing the stop spacing will improve travel time on the corridor. Staff considered where to locate the stops to maximize pedestrian accessibility, making sure they are located at key destinations. People who live within 1/4 mile of the corridor are not going to see that much additional walking time, and they are going to see savings on travel time.

CEO Terry requested future presentations include more graphic data on ridership population and walking distances.

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

V. Adjourn

There being no further business to come before the Committee, Mr. Sleasman moved to adjourn the meeting, which was seconded by Mayor Gallo. The meeting was adjourned at 11:22 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 *Adj. for*

Date: April 1, 2026

Subject: Project 19.70C – Hayden Lift Replacement – Phase III
IFB Procurement

At the April 7, 2026, Operational Planning and Infrastructure Committee meeting, staff will provide an overview of the upcoming contract for the provision of 22 mobile column bus lifts (configured in groups of four or six), and 16 jack stands at the Hayden garage. The presentation will include the scope of work and staff recommendation of the contract award.

Three (3) outdated parallelogram platform lifts will be removed as part of this project, and four (4) sets of mobile wireless column lifts will be installed in their stead, with one set serving as a spare. In addition, sixteen (16) 20-ton jack stands will be supplied for each lift set to ensure safety. The following tasks are included in the work:

- Removal and disposal of two (2) existing recessed Advantage parallelogram lifts and filling in of the remaining pits with concrete.
- Provide twenty-two (22) battery-powered wireless column lifts that can be coupled in multiple sets of four (4) or six (6) columns.
- Provide sixteen (16) 20-ton capacity jackstands.
- Run electrical wiring for 120 V and install multiple overhead retractable outlets for charging lifts.
- Install the lift system in multiples of four (4) and six (6) column sets; test and certify.
- Train RTA staff on the operation and maintenance of the lift system.

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 April 21, 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 3 – Mobile Wireless Column Lifts

PROJECT OVERVIEW:

The Greater Cleveland Regional Transit Authority (GCRTA) has the need to remove and replace two (2) recessed Advantage parallelogram lifts at the Greater Cleveland Regional Transit Authority's (GCRTA) Hayden District Garage. They have surpassed their service life. The pits where the current lifts are installed will be filled with concrete. The contractor will provide twenty-two (22) battery-powered column lifts that can be coupled in sets of four (4) or six (6) as well as sixteen (16) 20-ton capacity jackstands.

PROCUREMENT OVERVIEW:

The Invitation for Bid ("IFB") for Project 19.70(C) – Hayden Garage Lift Replacement Phase 3 – Mobile Wireless Column Lifts was issued on February 9, 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 twenty-two (22) interested parties. Two (2) bids were received and opened on March 12, 2026.

Company Name	Total Base Bid
Standard Contracting & Engineering, Inc.	\$799,689.00
Suburban Maintenance & Construction, Inc.	\$888,888.88

The basis of award is the lowest responsive bid from a responsible bidder for the total base bid price. Standard Contracting & Engineering, Inc. was determined to be a responsive and responsible bidder.

RECOMMENDATION:

Standard Contracting & Engineering, Inc. has successfully completed projects for the GCRTA, Nestle, Ford Motor Company, General Motors, and Lubrizol, among others.

A resolution will request authorization to issue a contract to Standard Contracting & Engineering, Inc. for the Hayden Garage Lift Replacement Phase 3 – Mobile Wireless Column Lifts project in an amount not to exceed \$799,689.00. This bid is 4.8% above the Engineer's Estimate of \$762,620.04.



AGENDA

COMPENSATION COMMITTEE

Tuesday, April 7, 2026

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

- I. Roll Call
- II. Approval of Minutes – March 3, 2026
March 4, 2026
- III. Executive Session Requested - to consider the employment, evaluation and compensation of a public employee or official.
- IV. Adjourn



MEETING MINUTES

Compensation Committee Meeting

March 3, 2026

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 11:22 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. Pacetti seconded to approve the minutes of the February 17, 2026, Ad-Hoc Compensation Committee Meeting. The motion was unanimously approved.

Mayor Weiss noted that Mr. Garofoli circulated a reminder for the fraud risk assessment questionnaire for purposes of completing the annual report.

III. Executive Session

Mayor Weiss 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 11:25 a.m. to 11:45 a.m.

Mayor Weiss 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 11:45 a.m.

Rajan D. Gautam
Secretary/Treasurer

Brent Charnigo
Board Administrator



MEETING MINUTES

Compensation Committee Meeting

March 4, 2026

Committee Members: Mayor Weiss (Chair), Ms. Elder, Ms. Pacetti

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

Public: None

Mayor Weiss called the meeting to order at 5:46 p.m.

I. Roll Call

The meeting was held at Shaker Heights City Hall. There were three (3) Committee members present, representing a quorum.

II. Executive Session

Mayor Weiss 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 5:46 p.m. to 8:20 p.m.

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

III. Adjournment

There being no further business, Ms. Pacetti moved to adjourn the meeting and was seconded by Ms. Elder. The motion was unanimously approved. The meeting was adjourned at 8:20 p.m.

Rajan D. Gautam
Secretary/Treasurer

Brent Charnigo
Board Administrator