

# 2026

## QUARTERLY MANAGEMENT REPORT 1st Quarter

OUR MISSION: CONNECTING THE COMMUNITY



Greater Cleveland  
Regional Transit Authority  
[rideRTA.com](http://rideRTA.com)

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**From the General Manager**



I am pleased to share an update on the progress we are making to strengthen governance, modernize our infrastructure, advocate for public transportation, and recognize the dedicated employees who power our system every day. This quarter reflects disciplined stewardship of public resources and continued investment in initiatives that position GCRTA for long-term sustainability and regional economic impact.

**Governance & Community Leadership**

We began the year with important governance continuity. In December, the Board of Trustees announced the reappointment of David E. Weiss to another term on the GCRTA Board. Mayor Weiss, appointed by the Cuyahoga County Mayors and City Managers Association, currently serves as Chair of the Compensation Committee, as well as the Audit, Safety Compliance, and Real Estate Committee.

In addition, eight Community Advisory Committee (CAC) members were reappointed, reinforcing our strong connection to the communities we serve. The CAC plays a critical role, translating the voice of the customer, ensuring transparency, accountability, and meaningful public engagement as we advance key initiatives throughout Cuyahoga County.

**Rail Construction & Fleet Modernization**

We made significant progress this quarter in preparation for the arrival of our next-generation rail fleet. Construction at the Brookpark Rail Shop and yard is now complete, an important milestone that ensures readiness for commissioning and long-term maintenance of the new vehicles. In January, the Board approved a \$9.5 million contract to modify the Central Rail Maintenance Facility near the East 55th Rapid Station. Planned upgrades include service balconies, overhead cranes, catenary systems, and a hydraulic repair room to support the specialized needs of the new fleet. Construction is expected to begin this spring, with completion targeted for summer 2027, aligning with the vehicles’ entry into revenue service. These investments reflect our commitment to modernizing infrastructure and ensuring safe and reliable service for decades to come.

**Public Safety & Employee Support**

Safety remains a top priority. In January, we recognized two Transit Police promotions during a formal ceremony. Robert Tulevski was promoted from Sergeant to Lieutenant, and Michael Kehl from Detective to Sergeant. Their leadership strengthens our department and enhances system security.

We also launched a 24/7 Chaplain Program to provide emotional, spiritual, and crisis support to officers, staff, and their families. This initiative underscores our commitment to employee health and wellness as holistic support.

**Statewide Advocacy: Ohio Loves Transit**

From February 16–20, we participated in Ohio Loves Transit Week, coordinated through the Ohio Public Transit Association. The campaign highlighted public transportation as a vital community resource and

economic driver across the state. Through legislative outreach, briefings, and advocacy events, we reinforced the essential role transit has in connecting communities, supporting businesses, and advancing Ohio's economy.

### **MetroHealth Line Bus Rapid Transit (BRT) Project**

Progress continues to advance the MetroHealth Line Bus Rapid Transit (BRT) project, a four-mile \$52 million investment serving approximately 1.7 million riders annually.

With up to 12 buses per hour, the project will:

- Improve safety
- Enhance accessibility
- Reduce travel times through dedicated lanes and signal priority
- Upgrade stops and shelters
- Improve reliability and rider comfort

This project includes traffic calming strategies, enhancing streetscapes, strengthening connections to jobs and services, and supports the broader regional development initiatives with a projected \$1 billion economic impact.

### **Honoring Our Employees**

March provided meaningful opportunities to recognize the employees who made our mission possible.

#### Women's History Month

During Women's History Month, Elevating Women Together (EWT) hosted its third annual conference, Driving Success: Empowering Women in Transportation Careers. The event brought employees together for leadership dialogue, professional development, and inspiration. A highlight of the conference was the recognition of 10 outstanding women whose leadership, resilience, and dedication exemplify excellence across our organization.

#### National Transit Employee Appreciation Day

On March 18, we proudly celebrated National Transit Employee Appreciation Day, honoring the individuals who keep our system moving, from frontline operators and mechanics to administrative and support staff. Their professionalism and commitment make a difference in our community every day.

#### Procurement Month

March also marked Procurement Month, recognizing the team responsible for managing contracts, purchase orders, and competitive bids with integrity and fiscal responsibility. In 2025 alone, the Fleet Team processed 7,248 stock requests and 60 purchase requisitions, while exercising two contract options that brought our total railcar purchase to 54 vehicles. Their work safeguards public resources and ensures operational readiness across the agency.

Sincerely,

A handwritten signature in blue ink, reading "India L. Birdsong Terry". The signature is fluid and cursive, with the first name "India" being the most prominent.

India L. Birdsong Terry

General Manager, Chief Executive Officer

**FINANCIAL ANALYSIS**

<b>General Fund Balance Analysis</b>					
	<b>2026 Annual Budget</b>	<b>Budget YTD 31-Mar-26</b>	<b>Actual YTD 31-Mar-26</b>	<b>B vs. A YTD Variance</b>	<b>B vs. A YTD % Variance</b>
<b>Revenues</b>					
Operating Revenues					
Passenger Fares	\$ 31,500,000	\$ 7,875,009	\$ 6,531,797	\$ (1,343,212)	-17.1%
Advertising & Concessions	1,848,585	462,143	577,373	115,230	24.9%
Investment Income	1,000,000	250,003	241,158	(8,845)	-3.5%
Other Revenue	1,500,000	375,000	207,794	(167,206)	-44.6%
<b>Total Operating Revenues</b>	<b>35,848,585</b>	<b>8,962,155</b>	<b>7,558,122</b>	<b>(1,404,033)</b>	<b>-15.7%</b>
<b>Non-Operating Revenues</b>					
Sales & Use Tax	278,699,400	69,674,850	74,177,541	4,502,691	6.5%
Reimbursed Expenditures	5,300,000	615,537	340,285	(275,252)	-44.7%
Other Non-Operating Revenues	-	-	493,149	493,149	0.0%
Transfer from Revenue Stabilization Sub-Fund	44,000,000	-	-	-	#DIV/0!
<b>Total Non-Operating Revenues</b>	<b>327,999,400</b>	<b>70,290,387</b>	<b>75,010,975</b>	<b>4,720,588</b>	<b>6.7%</b>
<b>Total Revenues</b>	<b>363,847,985</b>	<b>79,252,542</b>	<b>82,569,097</b>	<b>3,316,555</b>	<b>4.2%</b>
<b>Expenditures</b>					
Operating Expenditures					
Salaries & Overtime	184,596,400	42,599,168	41,620,653	(978,515)	-2.3%
Payroll Taxes & Fringes	86,609,300	19,994,277	16,194,926	(3,799,351)	-19.0%
Fuel (Diesel, CNG, Prop. Pwr., Propane, Gas)	9,731,100	2,432,766	2,286,659	(146,107)	-6.0%
Utilities	4,498,800	1,124,700	1,320,299	195,599	17.4%
Inventory	13,000,000	3,250,003	3,654,438	404,435	12.4%
Services & Materials & Supplies	22,314,650	5,578,646	7,289,669	1,711,023	30.7%
Purchased Transportation	16,300,000	4,075,003	3,713,514	(361,489)	-8.9%
Other Expenditures	5,485,600	2,738,966	2,412,454	(326,512)	-11.9%
<b>Total Operating Expenditures</b>	<b>342,535,850</b>	<b>81,793,529</b>	<b>78,492,614</b>	<b>(3,300,915)</b>	<b>-4.0%</b>
<b>Revenues less Operating Expenditures</b>	<b>21,312,135</b>	<b>(2,540,987)</b>	<b>4,076,483</b>	<b>6,617,470</b>	<b>-260.4%</b>
Transfers to Other Funds					
Transfer to/from Insurance Fund	2,000,000	2,000,000	2,000,000	-	0.0%
Transfer to Reserve Fund	800,000	800,000	800,000	-	0.0%
Transfers to Capital					
Transfer to/from Bond Retirement Fund	6,804,800	1,701,202	1,920,000	218,798	12.9%
Transfer to/from Capital Improvement Fund	21,065,140	5,266,315	7,000,000	1,733,685	32.9%
<b>Total Transfers to Capital</b>	<b>27,869,940</b>	<b>6,967,517</b>	<b>8,920,000</b>	<b>1,952,483</b>	<b>28.0%</b>
<b>Total Transfers to Other Funds</b>	<b>30,669,940</b>	<b>9,767,517</b>	<b>11,720,000</b>	<b>1,952,483</b>	<b>20.0%</b>
<b>Total Expenditures</b>	<b>373,205,790</b>	<b>91,561,046</b>	<b>90,212,614</b>	<b>(1,348,432)</b>	<b>-1.5%</b>
<b>Excess (Deficiency): Total Revenues over Total Expend</b>	<b>\$ (9,357,805)</b>	<b>\$ (12,308,504)</b>	<b>\$ (7,643,517)</b>	<b>\$ 4,664,987</b>	<b>-37.9%</b>
<b>Beginning Balance</b>	<b>33,798,834</b>		<b>33,798,834</b>		
<b>Less: Est. Ending Encumbrances</b>					
<b>Quarter End Projected Available Ending Balance</b>	<b>\$ 24,441,029</b>		<b>\$ 26,155,317</b>		
<b># Months Reserves - Quarter End Projected</b>	0.9		1.0		

Figure 1: General Fund Balance Analysis

**General Fund Balance Analysis**

Total revenues ended the quarter 4.2% above budget, mainly due to Sales & Use Tax receipts being 6.5% above budget. Passenger Fares ended the quarter 17.1% below budget. The transfer from the Revenue Stabilization Fund is budgeted at \$44.0 million and no transfers were made in the first quarter. Operating Expenses ended the quarter 4.2% below budgeted levels, and total expenditures, which includes transfers to other funds, ended the quarter 1.7% below budgeted levels.

Ridership ended the quarter 5.9% below 2025 levels (345,626 fewer rides). Paratransit and Light Rail ridership increased by 5.9%, and 0.02%, respectively, compared to 2025 levels. Heavy Rail, Healthline, and Fixed route Bus all ended the quarter below 2025 levels, at -19.2%, -6.7%, and -4.1%, respectively.

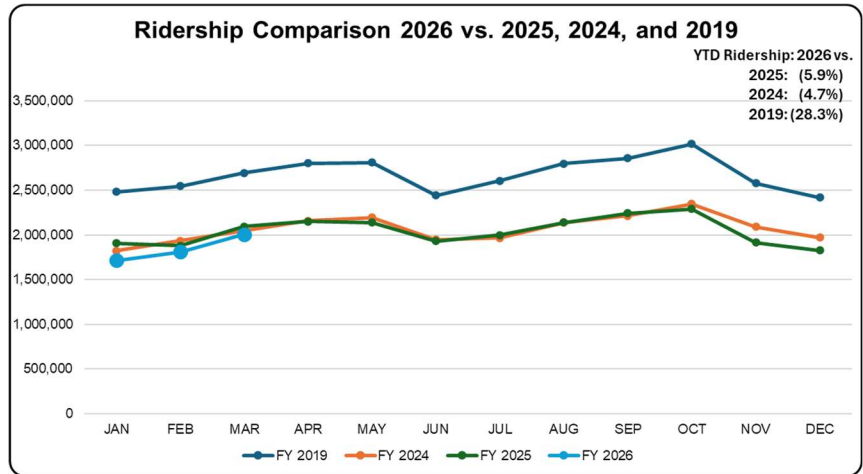


Figure 2: Ridership

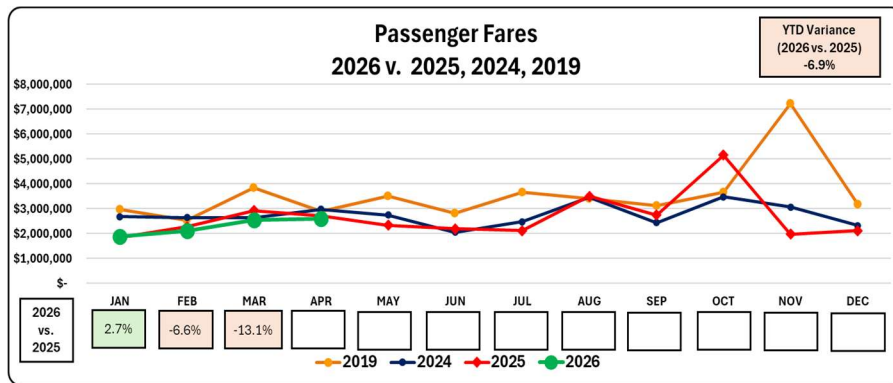


Figure 3: Passenger Fares

Passenger Fare revenue for the 1<sup>st</sup> Quarter of 2026 totaled \$6.5 million. This is 17%, or \$1.3 million, below budget and approximately 7%, or \$0.4 million, below 2025. U Pass sales and Mobile Ticketing both increased, compared to budget, by 2.2% and 5.8%, respectively. Cash fares, Pass/Ticket Sales, and Student Farecard sales ended the quarter below budgeted levels and below 2025 levels. The agreement with CMSD changed

for the 2025-2026 school year, where most of the funding was received at the beginning of the school year (September 2025), whereas in prior years it was received monthly.

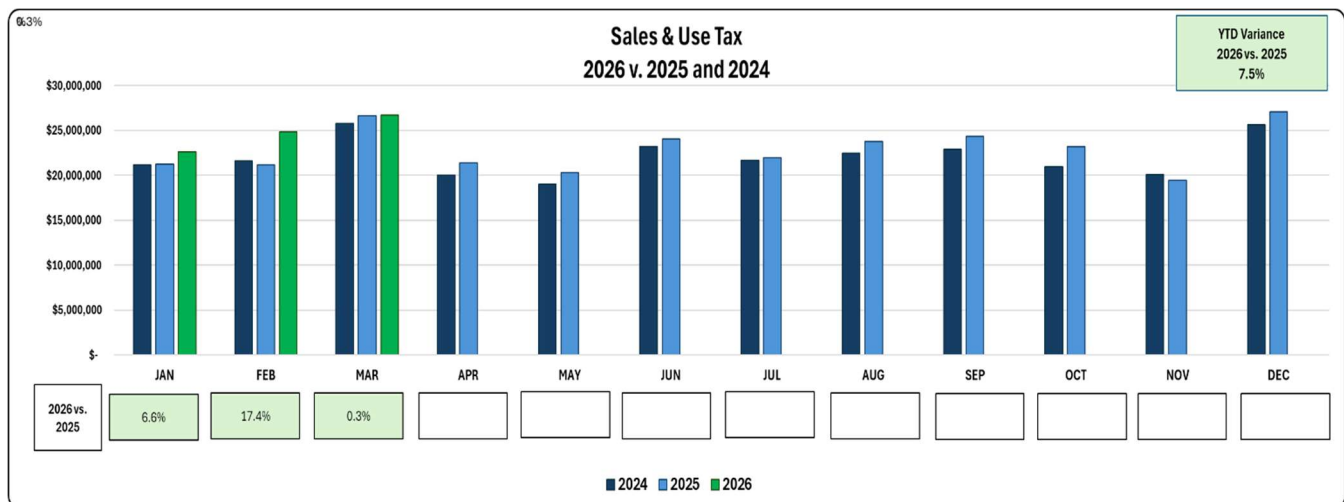


Figure 4: Sales & Use Tax

Sales & Use Tax ended the quarter at 6.5% above budgeted levels, or \$4.5 million, and 7.5%, or \$5.2 million, above 2025 levels. When compared to 2025, 15 of the categories ended the year above 2025 levels. On-Line Sales, Motor Vehicles and Watercraft, and Regular & Statewide Sales ended the quarter 17.4%, 3.5%, and 4.0% above 2025 levels, respectively.

Operating expenses ended the quarter at \$78.3 million, 4.2%, or \$3.5 million, below budgeted levels. Personnel expenses, which include salaries, overtime, payroll taxes, and fringe benefits, ended the 1<sup>st</sup> Quarter 7.6% below budget. Fuel and Utilities ended the quarter 1.4% above budget, mainly due to an increase in usage. Inventory, Services, and Materials ended the quarter 22.1% above budget, as many of the annual contracts and services require annual payments at the beginning of the year.

Transfers to other funds are to support the expected expenditures and to maintain the recommended fund balances for the Bond Retirement, Insurance, Supplemental Pension, Capital Improvement, and Reserve Funds. At the end of the quarter, the transfers to Insurance and Reserve Funds were completed. For the transfers to capital, \$1.9 million was transferred to the Bond Retirement Fund and \$7 million was transferred to the Capital Improvement Fund.

## **BOARD POLICY GOALS**

<b>Board Policy Goals</b>				
	<b>KPI</b>	<b>Definition</b>	<b>Goal</b>	<b>YTD</b>
<b>Operating Efficiency</b>	<b>Operating Ratio</b>	% of Operating Expenses are covered by Operating Revenues (Passenger Fares, Advertising, Investment Income)	<b>≥ 25%</b>	9.6%
	<b>Cost/Hour of Service</b>	Dividing total Operating Expenses by total Service Hours	<b>Calculated at Year-End</b>	
	<b>Growth per Year</b>	Cost of delivering a unit of service compared to prior year	<b>≤ Rate of Inflation 2.5% - 2.7%</b>	
	<b>Operating Reserve (months)</b>	Available ending balance is equal to cash equivalent of one-month's Operating Expenses	<b>≥ 1 month (1.0)</b>	1.0
<b>Capital Efficiency</b>	<b>Debt Service Coverage</b>	Authority's ability to meet annual interest and principal payments on debt	<b>≥ 1.5</b>	3.8
	<b>Sales Tax Contribution to Capital</b>	Transfers to fund the Authority's bond retirement payments and local funding for capital projects	<b>≥ 10%</b>	12.0%
	<b>Capital Maintenance to Expansion</b>	Ratio of focus between State of Good Repair (SOGR) vs. service expansion	<b>79% - 90%</b>	100%

**Figure 5: Board Financial Policy Goals**

**Operating Efficiency**

The policy goal is to maintain an **Operating Ratio** of at least 25%. This ratio shows the efficiency of management by comparing operating expenses to operating revenues (Passenger Fares, Advertising & Concessions, Investment Income, and Other Operating Revenues). The Operating Ratio ended the quarter at 9.6%, which does not meet the goal. (Figure 5)

The target of the **Cost per Hour of Service** indicator is service to be maintained at or below the rate of inflation. The inflation rate was 2.7% at the end of 2025 and the cost per service hour was \$193.24. The calculation for 2026 will be completed at the end of the year.

**Operating Reserve is targeted for a period of 30 Days or 1 Month**, which requires the available unrestricted cash and cash equivalents to be one month of operating expenses to cover any unforeseen or extraordinary fluctuations in revenues or expenses. The Operating Reserve at the end of the 1<sup>st</sup> Quarter was 1.0. This policy goal has been met.

**Capital Efficiency**

The **Debt Service Coverage** ratio is the measure of the Authority's ability to meet annual interest and principal payments on its outstanding debt. The goal is for the debt service coverage to be 1.5 or above and compares total resources (net of operating costs and transfers to the Insurance, Capital, and Pension Funds) with the Authority's debt service needs. The Debt Service Coverage ended the 1<sup>st</sup> Quarter at 3.8, exceeding the policy goal.

The **Sales Tax Contribution to Capital** is a measure of the level of commitment to longer-term capital needs by determining the percentage of the sales tax revenues that is to be allocated directly to the Capital Improvement Fund to support budgeted projects or to the Bond Retirement Fund to support debt service payments. This indicator ended the quarter at 12.0%, which exceeds the policy goal of ten percent.

The **Capital Maintenance Outlay to Capital Expansion Outlay** ratio shows the Authority's focus remains on the maintenance, or State of Good Repair, of its current assets rather than on the expansion of service levels. This continues to remain the focus as the Authority continues its bus replacement program, equipment upgrades, and plans for rail vehicle replacement and rail infrastructure improvements.

## Capital Commitments and Expenditures

### Capital Revenues

Under the Federal Grants program there are 39 active grant awards, 22 of those grants are within the Formula Grant awards category, and the remaining 17 are either highly competitive or discretionary grants.

The Formula Grants include \$53.8 million in funding under the following:

- Section 5307 - Urbanized Area Formula Grant
- Section 5337 - State of Good Repair (SOGR) Grant
- Section 5339 - Bus & Bus Facilities Grant

Competitive grants that have been approved and received (earned) are as follows:

- ODOT (Ohio Department of Transportation):
  - UTP (Urban Transit Program)
  - OTP2 (Ohio Transit Partnership Program)
  - OWMP (Ohio Workforce Mobility Partnership)
- OEPA (Ohio Environmental Protection Agency):
  - DERG (Diesel Emission Reduction Grant)
- NOACA (Northeast Ohio Areawide Coordinating Agency) Flex Funding:
  - CMAQ (Congestion Mitigation and Air Quality)
  - STBG (Surface Transportation Block Grant)
  - CRP (Carbon Reduction Program)
- FTA (Federal Transit Administration)
  - Transit Infrastructure Grant – Community Project Funding
  - Railcar Replacement Program - IIJA (Infrastructure Investment and Jobs Act, 2022)
  - ASAP (All Stations Accessibility Program)

For 2026, the Strategic Plan initiative is to apply for, and successfully obtain, at least \$35 million of competitive grant awards which would enable the Authority to focus on its SOGR projects. The following competitive funds totaling a little over \$17 million were awarded in 2026:

- NOACA CMAQ: \$16.74 million (multi-year award)
- Ohio Dept of Development – Tech Cred Round 35: \$30,000
- FFY 2026 Congressionally Directed Spending: \$250,000

### Commitments by Capital Category

The capital program is based on a multi-year, or an Inception-to-Date (ITD), approach. The total capital budget of \$982.8 million includes FY 2026 appropriations of \$167.8 million, and \$815.0 million of prior year carryovers. Projects within the capital program are placed in nine categories. Table 1 displays the budget, commitments, and the year-end projections for each of the nine categories.

At the end of the first quarter of 2026, current commitments totaled \$628.5 million, including \$251.9 million of ITD expenditures and \$376.6 million of current encumbrances. The ITD budget less current commitments result in \$354.3 million, or 36.1%, of available funding. Most capital activities during the first quarter were continuing projects that began in prior fiscal years or were planned FY 2026 construction projects. These projects focused on the SOGR of the Authority’s capital assets, which will be discussed below in greater detail.

Categories	(ITD) Budget A	Current Commitments B	Budget vs Current Commitments A-B	% Remaining (A-B)/A	Projected Commitments @ End of 2026 C	Projected Commitments vs. Current Budget A-C
Bus Garages	\$ 11,953,000	\$ 5,843,356	\$ 6,109,644	51.1%	\$ 7,993,357	\$ 3,959,643 33.1%
Bus Improvement Program	103,442,628	72,831,548	\$ 30,611,080	29.6%	97,661,548	5,781,080 5.6%
Equipment & Vehicles	38,266,678	20,903,822	\$ 17,362,856	45.4%	23,705,562	14,561,116 38.1%
Facilities Improvements	119,909,199	43,130,364	\$ 76,778,835	64.0%	51,925,364	67,983,835 56.7%
Other Projects	57,794,942	4,282,529	\$ 53,512,413	92.6%	5,217,529	52,577,413 91.0%
Preventive Maint./Operating Reimb.	8,245,844	0	\$ 8,245,844	100.0%	8,245,844	0 0.0%
Rail Projects	192,845,778	98,400,692	\$ 94,445,086	49.0%	159,550,692	33,295,086 17.3%
Railcar Replacement Program	449,029,546	383,090,955	\$ 65,938,591	14.7%	392,486,634	56,542,912 12.6%
Transit Centers	1,300,135	0	\$ 1,300,135	100.0%	1,100,000	200,135 15.4%
<b>Sub-Total: RTA Capital</b>	<b>\$ 982,787,750</b>	<b>\$ 628,483,266</b>	<b>\$ 354,304,484</b>	<b>36.1%</b>	<b>\$ 747,886,530</b>	<b>\$ 234,901,220 23.9%</b>

Figure: 6

**2026 Expenditures by Capital Category**

The graph below compares expenditures for each category year-to-year at the same point in time. Most capital expenditures in the first quarter of 2026 occurred in three major categories: Bus Improvement Program (\$13.9 million), the Railcar Replacement Program (\$8.6 million), and Facility Improvements (\$4 million). These three categories total \$26.4 million, or 86.5%, of capital expenditure in the first quarter of 2026.

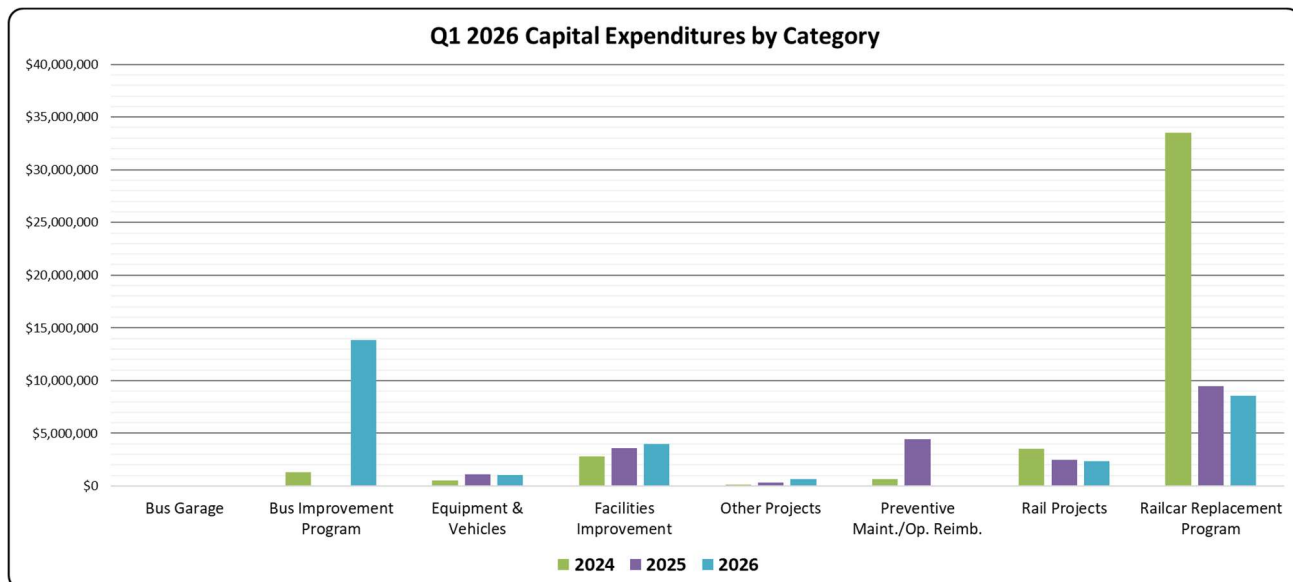


Figure: 7

**Bus Garages**

This category includes capital projects focused on maintaining and upgrading bus garage facilities that support bus operations. Projects include the replacement of lifts at the Hayden and Paratransit garages, the bus wash systems at the Hayden and Triskett garages, and replacement of the Hayden Garage pivot gates. At the end of the first quarter of 2026, commitments in this category totaled \$5.8 million out of total appropriations of \$12 million, resulting in a positive variance of \$6.1 million, or 51.1%. The activity in this category for the quarter was mostly preparatory for bids and mobilization of projects occurring later in the year. The anticipated EOY commitments are \$8 million with a positive variance of \$4 million or 33.1% of current appropriations.

**Bus Improvement Program**

The Bus Improvement Program enables the Authority to retire older vehicles and invest in newer, more fuel-efficient buses. In the first quarter of 2026, the Authority continued receiving replacement 40-foot CNG buses and paratransit vehicles. At the end of the first quarter of 2026, total commitments in this category were \$72.8 million out of total appropriations of \$103.4 million, resulting in a positive variance of \$30.6 million, or 29.6%. The Authority is actively procuring a new multi-year 40-ft bus contract. The anticipated EOY commitments are \$97.7 million with a positive variance of \$5.8 million or 5.6% of current appropriations.

**Equipment & Vehicles**

This category includes investments in operational equipment, vehicles, and supporting technology systems. Projects include upgrades to equipment, fare collection equipment, and the implantation of updated cybersecurity, dispatching, and financial systems. At the end of the first quarter of 2026, total commitments were \$20.9 million out of a total budget of \$38.3 million, resulting in a positive variance of \$17.4 million, or 45.4%. Most activity in this category for 2026 will be related to the implementation and procurement of updated fare collection and IT systems. The anticipated EOY commitments are \$23.7 million with a positive variance of \$14.6 million or 38.1% of current appropriations.

**Facilities Improvements**

Facilities Improvements include major capital investments to preserve and modernize Authority-owned buildings and infrastructure. Ongoing projects include the Tower City East Portal Rehabilitation, Rail District Headquarter HVAC modernization, repairs to the Main Office roof and elevator, and other smaller facility enhancements. At the end of the first quarter of 2026, total commitments in this category were \$43.1 million out of a total budget of \$119.9 million, resulting in a positive variance of \$76.8 million, or 64%. As the category includes many programs, most of the appropriations represent multi-year pools that can be committed once enough funding is available for major projects. The anticipated EOY commitments are \$51.9 million with a positive variance of \$68 million or 56.7% of current appropriations.

**Other Projects**

The Other Projects category includes contingency budget and miscellaneous capital projects that do not fit into the other capital categories. The largest project in this category is the MetroHealth Line Bus Rapid Transit (BRT). Other projects in this category include transit study programs, Farnsleigh electric charger, and various TOD initiatives. At the end of the first quarter of 2026, this category has combined project commitments of \$4.3 million out of the budget of \$57.8 million, resulting in a positive variance of \$53.5 million or 92.6%. Almost all the uncommitted appropriations are pending construction commitments in

the BRT corridor. The anticipated EOY commitments are \$5.2 million with a positive variance of \$52.6 million or 91% of current appropriations.

### **Preventive Maintenance/Operating Expense Reimbursements**

This category includes reimbursements to the General Fund for various eligible activities. These include formula grant-funded preventive maintenance activities. Currently, the Authority is anticipating EOY commitments to total \$8.2 million.

### **Rail Projects**

Rail Projects focus primarily on SOGR investments across the Authority's rail system. Key projects include the Light Rail Track Rehabilitation Program, Overhead Catenary Replacement Program, Substation Improvement Program, reconstruction of stations, and the replacement of the Centralized Train Dispatching System (CTDS) and equipment used to maintain the Authority's tracks. At the end of the first quarter of 2026, \$98.4 million of the \$192.8 million budgeted for this category was committed, resulting in a positive variance of \$94.4 million, or 49%. As the category includes many programs, most of the appropriations represent multi-year pools that can be committed once enough is available for major projects such as the reconstruction of the Blue Line's tracks which is planned to be committed this year. The anticipated EOY commitments are \$159.5 million with a positive variance of \$33.3 million or 17.3% of current appropriations.

### **Railcar Replacement Program**

The Authority has contracted Siemens for 54 new rail cars that will service all the Authority's rail lines. The overall program includes the procurement of new rail cars and the related infrastructure modifications needed at the Authority's rail passenger and maintenance facilities. At the end of the first quarter of 2026, \$383 million of the \$449 million of active budget were committed, resulting in a positive variance of \$66 million, or 14.7%. In 2026, activity will continue, and the final major project (Light Rail Station Modifications) is expected to be committed. The anticipated EOY commitments are \$392.5 million with a positive variance of \$56.4 million or 12.6% of current appropriations which represents contingency and future staff costs related to the program.

### **Transit Centers**

The Transit Centers category is budgeted at \$1.3 million and had no commitments at the end of the first quarter of 2026. The only major project in this category (rehabilitation of the Stephine Tubbs Jones Transit Center) is expected to be committed in 2026, which will result in EOY commitments at \$1.1 million, leaving a positive variance of \$0.2 million or 15.4% of current appropriations which represents funding for ADA enhancement in new or ongoing projects.

GCRTA 2026 Traction Scorecard				
Success Outcome	Metric	Definition	Goal	Q1 Result
Umbrella	Net Promoter Score (Quarterly)	Quarterly Output. On a 0-10 scale of how likely to recommend GCRTA; Promoters are 9-10; Detractors are 0-6; NPS = % promoters - % detractors	35	37
	Net Promoter Score (4-Quarter rolling average)	4-Quarter Rolling Average. On a 0-10 scale of how likely to recommend GCRTA; Promoters are 9-10; Detractors are 0-6; NPS = % promoters - % detractors	35	38
Customer Experience	Overall Customer Satisfaction	The percentage of customers who are satisfied or very satisfied with GCRTA, measured quarterly	76%	79.6%
	Personal Safety/Security - Perception	The percent of customers who agree or strongly agree that they feel safe on board the vehicle and safe while waiting for the vehicle, measured quarterly	70%	64.2%
	On-Time Performance - Impression	The percent of customers who agree or strongly agree that service is on time, measured quarterly	76%	74.9%
	On-Time Performance - Actual	The percent of actual on-time performance, measured quarterly	83%	82.6%
	Vehicle Cleanliness - Perception	The percent of customer who agree or strongly agree that the vehicles are clean, measured quarterly	60%	54.3%
Community Impact	Perception of Community Value	The percent of customer who agree or strongly agree that GCRTA provides value to the community, measured quarterly (*NOTE: from Customer Experience Surveys NOT Community Survey)	89%	87.5%
	Transit Oriented Development (TOD) - Activation	The number of TOD projects taken through contract with a development partner and securing Board or General Manager approval authorizing the development partner to proceed within calendar year 2026. Cumulative goal.	4	0
	Transit Oriented Development (TOD) - Progress	The percent of active TOD project transactions that are completed (with handoff to developer) within a rolling 2-year period.	80%	67.0%
	CX Site Visit Closeout Compliance	The percent of tactical items identified through scheduled CX site visits that have been closed out within 45 days, measured quarterly.	70%	100.0%
	Community Partnership Activities	The number of community engagement partnership activities performed by GCRTA staff on an annual basis. Things that would qualify to be called out in the Annual Report. Cumulative goal.	85	18
Employee Investment	First Year Retention Rate - Mission Critical Positions	The percent of Operators (Bus, Paratransit Rail), Mechanics, Transit Police retained through their first full year of service, measured quarterly.	80%	65.0%
	Cultivate Internal Talent Pipeline	The percent of internal promotions compared to external hires, measured quarterly.	36%	36.4%
	Professional Development Training Hours (Non-Bargaining)	The percent of non-bargaining employees who achieve 6 hours of professional development training per quarter, as defined through coordination with their supervisor in the annual performance appraisal (goal setting) process. Output to demonstrate supervisor invested in growth.	80%	48.4%
	Wellness Incentive Participation	The percent of covered employees and their families who participate in the wellness incentive program. Measured quarterly with an increasing participation goal each quarter.	10%, 20%, 30%, 55% (increased goal each quarter)	0.4%
Financial Health	Competitive Grants	Competitive Grant dollars awarded in calendar year 2026. Cumulative goal.	\$35M Annually	\$17.0
	Transfer from Revenue Stabilization Fund	Stretch goal to transfer under \$34M from the Revenue Stabilization Fund (\$10M less than budgeted) to cover operating expenses in calendar year 2026. Cumulative goal.	\$34M Annually	\$0.0
	Expense Reduction	Reduce operating expenses by 3% vs. 2026 budget, measured quarterly.	3%	4.2%

<b>Transit Performance Metrics</b>				
<b>Metric Category</b>	<b>Metric</b>	<b>Definition</b>	<b>2025 Q1 Result</b>	<b>2026 Q1 Result</b>
<b>Productivity / Reliability</b>	Unlinked Passenger Trips per Revenue Hour	Number of passengers carried by a transit vehicle during a single hour of revenue service	13.64	<b>13.32</b>
	Ridership	Total number of unlinked passenger trips	5,861,293	<b>5,532,937</b>
	Operating Cost per Revenue Mile	Measures the expense incurred for each mile of transit service	\$14.61	<b>\$ 11.17</b>
	Operating Cost per Revenue Hour	Measures the expense incurred for each hour of transit service	\$186.36	<b>\$ 149.00</b>
	Miles between Service Interruptions	Measures the mechanical reliability of a transit fleet	11,589	<b>10,373</b>
	Complaints per 100,000 passenger trips	Measures the number of service complaints per 100,000 unlinked passenger trips	14.67	<b>13.72</b>
<b>Safety / Security</b>	Preventable Collision Rate	Incidents where accidents are considered avoidable, per total vehicle revenue miles	1.84	<b>1.70</b>
	Total Collision Rate	Total number of collisions per total vehicle revenue miles	3.54	<b>4.20</b>
	On the Job Injury Rate	Total number of injuries per total hours worked	5.36	<b>11.13</b>

# Greater Cleveland Regional Transit Authority Ridership Report, Quarter 1, 2026



**Summary**

- Total ridership in Q1 2026 was 5.5M, which is a 6% decrease compared to Q1 2025
  - Avg. fixed-route weekday decreased 6%
  - Avg. fixed-route weekend decreased 7%

**Motor Bus (MB)**

- Bus ridership in Q1 2026 was 4.1M, which is a 4% decrease compared to Q1 2025
  - Average weekday decreased 4%
  - Average weekend decreased 3%

**Red Line/Heavy Rail (HR)**

- Red Line ridership in Q1 2026 was 624K, which is a 19% decrease compared to Q1 2025
  - Average weekday decreased 18%
  - Average weekend decreased 22%

**HealthLine/Bus Rapid Transit (RB)**

- HealthLine ridership in Q1 2026 was 462K, which is a 7% decrease compared to Q1 2025
  - Average weekday decreased 6%
  - Average weekend decreased 8%

**Light Rail (LR)**

- Light Rail ridership in Q1 2026 was 168K, which is a 5% decrease compared Q1 2025
  - Average weekday decreased 3%
  - Average weekend decreased 11%

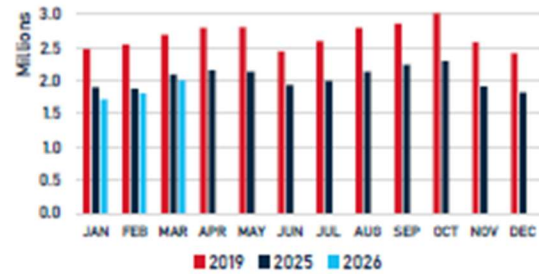
**Paratransit (DR)**

- Paratransit ridership in Q1 2026 was 183K, which is a 5% increase compared to Q1 2025

**Special Events**

- **St. Patrick's Day:** Rail ridership on St. Patrick's Day in 2026 was 13.2K, which is a 14% decrease compared to St. Patrick's Day in 2025

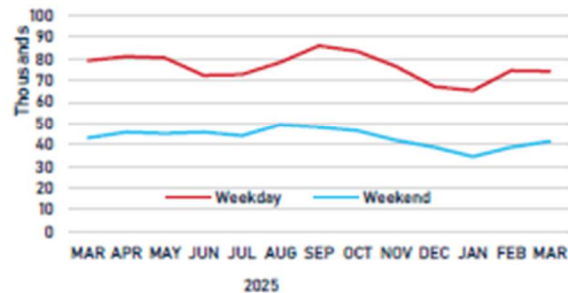
**Total Ridership by Month**



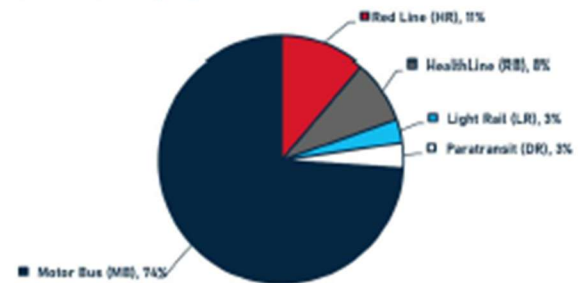
**Avg. Daily Ridership by Day Type**



**Avg. Daily Ridership by Day Type**



**Total Ridership by Mode**



**Administration & External Affairs Division**

**Community Advisory Committee**

- Community Advisory Committee (CAC) convened January 16, 2026
- Advocacy & Education Subcommittee of the CAC convened March 13, 2026
- Rules Subcommittee of the CAC convened on March 20, 2026

**Community Engagement**

- January 5th – WhyMaker with Charlie Souders
- January 19th – East Cleveland Salvation Army Resource Fair
- January 23rd – Leadership Academy 39
- January 21st – Urban League MBAC’s Contract Resource Fair
- January 26th – Euclid Beach Villa
- January 30th – Fathers Forward Community Event
- January 31st – CMSD School Choice Expo
- February 7th – CMSD School Choice Expo
- February 10th – Euclid Beach Villa – New Resident
- February 13th – Leadership Academy 39
- February 27th – Leadership Academy 39
- March 2nd – Benjamin Rose Margaret
- March 16th – Brook Park Yard (Site Visit)
- March 24th – TOD Weekly Internal
- March 27th – NE Ohio Travel Trainer’s

**Commuter Advantage Presentations**

- January 6th – Meeting with Principal Brandon Towns
- January 7th – City Mission
- January 12th – Meeting with Mr. Roscoe
- January 25th – Malika Bussy with SELSD
- February 6th – Pillars wing crawl with Shawn Juris
- February 11th – CHMA with Damon McNeal
- February 19th – Reese Consumer Health
- February 20th – Cleveland Clinic Stephanie Tubbs Jones
- March 6th – Consolidated Solutions
- March 24th – Sherwin Williams (in-person meeting pending)
- March 26th – Cleveland Guardians (in-person meeting pending)

**Functional Assessments**

*From January 1, 2026, to March 31, 2026:*

- January: 20 scheduled, 15 approved for Paratransit, 0 denied, 5 no shows
- February: 17 scheduled, 11 approved for Paratransit, 0 denied, 6 no shows
- March: 24 scheduled, 21 approved for Paratransit, 0 denied, 3 no shows

**Mobility Presentations***School Training Sessions:*

- January: No school training
- February: Valley Forge HS (13 students), Davis Aerospace & Maritime High School (5 Students), Luis Munoz Marin Dual Language School (5 Students)
- March: John Hay HS (13 Students), Valley Forge (13S), Marion Seltzer (4S), Luis Munoz Marin Dual Language School (5 Students), Davis Aerospace & Maritime High School (5 Students)

**Government Affairs***Advocacy & Engagement:*

- February 4: Supported CEO India Birdsong Terry as she presented before the First Suburbs Consortium at their quarterly meeting, highlighting GCRTA priorities and regional connectivity.
- February 6: Attended the Greater Cleveland Partnership Government Affairs Council meeting.
- February 10: Met with newly elected Cleveland City Councilmember Tanmay Shah to introduce GCRTA priorities and discuss partnership opportunities.
- February 11: Met with newly elected Cleveland City Councilmember Nikki Hudson to establish a relationship and share GCRTA priorities.
- February 12: Attended and supported DGM Michael Schipper's participation in the WTS Northeast Ohio Budget and Forecasting Panel.
- February 17: Traveled to Columbus for Ohio Loves Transit 2026 legislative activities and reception, engaging with state lawmakers on public transit priorities.
- February 24: Attended the National Institute for Lobbying & Ethics webinar on Surface Transportation Reauthorization.
- March 5: Participated in Greater Cleveland Partnership meeting with State Representative Brian Stewart.
- March 6: Attended MidTown Cleveland Business Stakeholder Meeting.
- March 10: Attended Ohio Public Transit Association (OPTA) Board Meeting.
- March 12: Attended NOACA's Annual Legislative Meet and Greet.
- March 18: Participated in West 25th BRT Corridor Field Visit with Federal Transit Administration and project consultants.
- March 19: Participated in Downtown Cleveland District Council's Transit Employee Appreciation Day celebration, recognizing frontline staff and reinforcing community engagement.
- March 25: Attended Ohio Department of Transportation TRAC Working Session (virtual) and participated in Ohio Public Transit Association Legislative Committee Meeting.

**Marketing**

- During the first quarter of 2026, the Marketing Department focused on advancing critical agency priorities, strengthening foundational communications infrastructure, and preparing for several high-impact initiatives launching later in the year. The team balanced strategic planning and execution, supporting Account-Based Ticketing (ABT) readiness, advancing Railcar Replacement Program (RCRP) communications, delivering seasonal and heritage campaigns, and reinforcing internal alignment through TRACTION, mission/vision/values (MVV), and scorecard integration.

**Building Momentum on Key Initiatives**

- Account-Based Ticketing (ABT) & Fare Capping: ABT remained the department's primary focus throughout Q1, with significant progress made toward internal and external launch readiness. Internal education materials, FAQs, and Smartcard validator graphics were finalized; communications were sequenced with executive messaging and HR coordination; and external communications—including website updates and social media—were prepared. Close coordination with CX, MIS, Training, and Finance ensured alignment with evolving processes while minimizing rework and message fatigue.
- Railcar Replacement Program (RCRP) Communications: Strategic communications planning advanced through executive alignment, storytelling framework development, and coordination with external partners. Messaging emphasizes economic impact, funding structure, and regional significance. Draft web content, Q&As, and visual concepts were developed, along with preparations for future employee and media engagement.
- Annual Report – 2025 Edition: The Annual Report progressed through content development, executive review, and design coordination, culminating in a March Board presentation and website launch. Supporting promotional materials were developed to ensure a cohesive rollout.

**Seasonal Campaigns & Community Engagement**

- Heritage Month Campaigns & Public Programming: Black History Month was delivered with strong engagement, while Women's History Month planning and execution progressed. Ohio Loves Transit Week and other initiatives highlighted workforce development and public investment. Messaging supporting BRT and Service Changes continued refinement.

**External Partnerships & Public Engagement**

- Marketing supported early-stage planning for Transit Access Barriers Study, TOD initiatives, and Strategic Plan branding. Templates for public engagement communications were developed, and recruitment and event support were provided for Transit Police and HR initiatives.

**Internal Engagement & Employee Communications**

- TRACTION, Mission, Visions and Values (MVV) & Scorecard Alignment: Marketing supported agency priority projects, advanced MVV refresh groundwork, and initiated development of a TRACTION flywheel visual. Monthly GEMBA reporting and scorecard alignment were implemented.
- Winter Operations & Emergency Communications: Marketing coordinated communications during severe winter events, supporting real-time rider messaging. Opportunities were identified to strengthen coordination and modernize crisis communications protocols.

**Creative Services & Content Development**

- Brand & Facility Enhancements: Brand visibility improvements included removal of legacy window branding, new campaign installations, and facility updates. Branding audits and signage enhancements continued. Content Production: Video, photography, and digital content production supported campaigns and strategic initiatives.
- Podcast development continued, with timing aligned to broader priorities.

### **Digital, Accessibility & Communications Infrastructure**

- **Web & Accessibility Modernization:** Accessibility compliance and website audits progressed, alongside updates to key content areas. Support continued for Paratransit app communications and ADA considerations.
- **Data, Analytics & Systems:** Google Analytics baseline tracking began, with ongoing needs identified for improved platform access and workflow modernization.

### **Operational Improvements & Departmental Development**

- **Cross-Departmental Coordination:** Collaboration increased across departments, improving alignment on shared initiatives and communications tied to service changes and engagement efforts.

### **Staffing & Team Development**

- A new Digital Content Specialist was onboarded, and team development efforts focused on shared ownership, accountability, and TRACTION alignment.

### **Roadblocks & Support Needs**

- Key challenges include clarity on crisis communications ownership, cross-department dependencies, limited platform access, and the need for earlier notification of operational changes.

### **Looking Ahead**

- Priorities for Q2 include ABT rollout support, RCRP communications advancement, Annual Report promotion, TRACTION development, accessibility improvements, and continued campaign execution.
- The department remains aligned with agency priorities across Customer Experience, Community Impact, Employee Investment, and Financial Health.

## **Office of Equal Opportunity**

### **Title VI Program Update**

The Title VI Program update was presented to the Board of Trustees on January 6th. Following the presentation, the Board reviewed and approved the updated program on January 20th. Subsequently, the approved Title VI Program was submitted to the Federal Transit Administration (FTA) on January 30th for review and compliance approval.

This process reflects our ongoing dedication to maintaining compliance with federal civil rights requirements and ensuring equitable service delivery across all community segments.

**EEO Update Report: First Quarter Summary**

During the first quarter, our Equal Employment Opportunity (EEO) office received and processed various inquiries and cases related to Title VI and Title VII. Specifically, the following activities were documented:

<p><b>January</b></p> <ul style="list-style-type: none"> <li>• 4 ADA Accommodations</li> <li>• 1 Religious Accommodation</li> <li>• 1 Employee Complaint</li> </ul>	<p><b>February</b></p> <ul style="list-style-type: none"> <li>• 2 Employee Complaints</li> <li>• 1 Religious accommodation</li> <li>• 1 Mediation</li> </ul>
<p><b>March</b></p> <ul style="list-style-type: none"> <li>• 2 Employee Complaints</li> <li>• 1 ADA Accommodation</li> </ul>	<p><b>Q1 Total</b></p> <ul style="list-style-type: none"> <li>• 5 ADA Accommodations</li> <li>• 5 Employee Complaints</li> <li>• 2 Religious Accommodations</li> <li>• 1 Mediation</li> </ul>

This report provides an overview of the initial quarter's activities, highlighting our ongoing commitment to addressing concerns, ensuring compliance, and fostering an inclusive workplace environment.

**Civil Rights and Accommodation Training Update**

During this reporting period, targeted training sessions on Civil Rights and Accommodation were successfully conducted for supervisors, managers, and directors. The training programs included the following modules:

**Road Instructor Training:** Focused on educating instructors on Civil Rights policies, legal compliance, and best practices for fostering an inclusive environment.

**Frontline Supervisor Training:** Designed to equip frontline supervisors with the knowledge and skills necessary to address Civil Rights policies, legal compliance, and best practices for fostering an inclusive environment, accommodate requests, and promote equitable treatment.

**Accommodations Training:** Concentrated on understanding accommodation processes, legal requirements, and effective communication strategies to support employees with disabilities and religious accommodation requests.

These training initiatives are part of our ongoing commitment to ensuring all leadership personnel are informed, prepared, and compliant with Civil Rights and Accommodation policies. Continued education and training are vital to maintaining an inclusive and accessible workplace.

**ONERTA Organizational Culture and Employee Resources Groups Update**

**February**

**Celebrating 100 Years of Black History Month**

In February, we recognized the 100th commemoration of Black History Month, an important milestone in honoring the achievements, contributions, and history of Black Americans. As part of this celebration, we focused on educating and engaging our workforce about the rich history and significance of Black History Month, including the pivotal role played by Dr. Carter G. Woodson, known as the "Father of Black History."

Monday, February 9, 2026	11 am – 12 pm	<b>Hayden</b>
Tuesday, February 10, 2026	9 am – 10 am	<b>Rail/P&amp;W/TP</b>
Tuesday, February 10, 2026	11 am—12 pm	<b>MOB</b>
Tuesday, February 10, 2026	1 pm—2 pm	<b>Paratransit</b>
Friday, February 13, 2026	11 am – 12 pm	<b>Triskett</b>
Friday, February 13, 2026	1 pm – 2 pm	<b>CBMF</b>

Throughout the month, we shared educational resources, hosted discussions, and highlighted the enduring legacy of Black leaders and their influence on Black History. Our goal was to foster a deeper understanding of Black history, inspire continued learning, and reinforce our mission to connect the community internally and externally. We had a total of 48 employees participating in the Black History month activities throughout the above districts 1<sup>st</sup> quarter 2026.

**March-Women’s History Month**

Elevating Women Together (EWT) hosted the **3rd Annual Women’s History Month Conference**, a dynamic half-day experience designed to inspire, empower, and equip women across GCRTA to accelerate their careers in transportation.

This year’s theme was **“Driving Success: Empowering Women in Transportation Careers.”**

Friday, March 27, 2026 - 10 AM – 2 PM, doors open at 9:30 AM  
 ADCOM Building 1468 W 9<sup>th</sup> St, Floor 5, Cleveland, Ohio 44113  
 Approximately 70-75 employees registered to attend the conference.

***Segment 1: Navigating Beyond the No***

**Moderated by Monique Good**

**Panelists: Kay Sutula, Ida Marshall, and Daveda Bencs**

**Narrative: Rejection is not the end of the road; it’s often a reroute.**

A powerful panel discussion, in which three GCRTA employees shared candid stories about not receiving the promotion they anticipated—and how they turned that “no” into growth, resilience, and long-term career success.

***Segment 2: CEO Transit Talk – Women CEOs Driving the Future of Public Transportation***

**Moderator: Tatia Harris**

Two powerhouse CEOs, India Terry (GCRTA) and Laura Koprowski (TARTA), had an authentic “girls’ chat” about leading public transportation organizations and the defining moment each knew she was ready to take the driver’s seat.

**Segment 3: Leadership in Action – Interactive Assessment Experience**  
**Facilitated by Wendy Talley, Director of Training & Development**

This interactive session was inspired by the powerful leadership book, *How Women Rise: Break the 12 Habits Holding You Back from Your Next Raise, Promotion, or Job*.

The discussion explored the behavioral patterns and habits that can unintentionally stall professional growth—and more importantly, how to overcome them.

***Employee Recognition for Professionalism, Leadership, Courage, and Support***

Eleven employees were recognized and celebrated for their outstanding efforts, who exemplified professionalism, leadership, courage, and support in their daily work. Their dedication and commitment inspire us all and set a high standard for excellence within our organization.

Eleven employees were recognized for their professionalism, leadership, courage, and supportive access.

**ERGs Team/Group Meetings:**

2-11-2026 Veterans ERG Meeting 1 pm to 2 pm

**ERGs Teams/Group Meetings:**

3-11-2026 Latinos Unidos ERG Meeting 9 am to 10 am

3-11-2026 Veterans ERG Meeting 1 pm to 2 pm

3-16-2026 Pride ERG Meeting 9 am to 10 am

3-30-2026 ERG Leaders Meeting 10 am to 11 am

**Employee Resources Group Leadership Meeting Report**

The recent Employee Resources Group (ERG) leadership meeting provided an important platform for discussion and collaboration. During the meeting, leadership members reviewed and clarified guidelines to ensure consistency and alignment across all groups.

Key topics included addressing frequently asked questions about fundraising activities, sharing updates on current initiatives to be aligned with our mission, and discussing potential legal considerations related to ERG programs. The meeting also emphasized the importance of maintaining compliance with organizational policies and legal requirements while promoting a supportive and inclusive environment.

## Public Information

### In the News:

Press releases: 8

Media Public Records Requests: 17

Riders' Alerts: 5

### Radio Interviews/Mentions:

WTAM 1100 AM – 27 mentions

WCPN 90.3 FM (Ideastream) – 60 mentions

- TV Interviews/Mentions:
- WOIO 19 News – 92 mentions
- WJW Fox 8 News – 56 mentions
- WKYC 3 News – 23 mentions
- WEWS News 5 – 53 mentions
- SPECTRUM News – 3 mentions

### Publication mentions (Digital/Print):

- Cleveland.com/The Plain Dealer – 10 mentions
- NEOtrans – 11 mentions
- Mass Transit Magazine – 2 mentions
- Signal Cleveland – 6 mentions
- AXIOS Cleveland – 6 mentions
- Scene Magazine – 3 mentions
- Hoodline Cleveland – 1 mention
- The Land – 1 mention

**Small Business Enterprise (SBE) Participation**

KEY PERFORMANCE MEASURES

SBE Participation

On October 3, 2025, the U.S. Department of Transportation issued an interim final rule requiring immediate changes to the Disadvantaged Business Enterprise (DBE) program regulations. This rule mandates an immediate suspension of DBE goals from projects.

The performance period of January 1, 2026 – March 31, 2026, represents the first quarter. Federal dollars awarded to Small Businesses during the first quarter totaled **\$21,407,396**.

The performance period of January 1, 2026 – March 31, 2026, represents the first quarter. Federal Dollars awarded on Small Purchase contracts during the first quarter and Federal Fiscal Year (FFY) to-date totaled **\$399,838**.

Total performance period of January 1, 2026 – March 31, 2026, on all federal dollars awarded was **\$21,807,234**.

**SBE PERFORMANCE BY QUARTER  
(January 1, 2026 – March 31, 2026)  
Small Business Participation Federal Dollars Awarded**

	<b>Total Small Business Contracts</b>	<b>Total Small Purchase Contract</b>	<b>Total on Federal Dollars</b>
<b>1st Qtr.</b>	<b>\$21,407,396</b>	<b>\$399,838</b>	<b>\$21,807,234</b>
<b>2<sup>nd</sup> Qtr.</b>			
<b>3rd Qtr.</b>			
<b>4th Qtr.</b>			
<b>TOTAL</b>	<b>\$21,407,396</b>	<b>\$399,838</b>	<b>\$21.807,234</b>

Figure: 8

**Office of Business Development Activities**

Outlined below are selected efforts undertaken during the first quarter of 2026

**Selected Contract Compliance Activities during the quarter include:**

- B2Gnow inquiries memos to outstanding B2Gnow participants: 12
- B2Gnow response from outstanding B2Gnow participants: 11
- Review Certified Payroll: 22

**Selected Outreach Efforts during the quarter include:**

- Attended City of Richmond Heights: Business Roundtable
- Attended Black Pages Ohio/The Summit Magazine February – Lunch, Learn & Connect
- Attended Goldman Sachs 10,000 Small Business Program – Cohort 39 Interviews
- Participated on ODOT: Webinar Session 2 – Navigating the USDOT’s New IFR
- Participated in Urban League Greater Cleveland: Minority Business Assistant Center Contract Procurement Resource Fair
- Participated in ODOT/Ohio Turnpike Infrastructure Commission: 2026 Greater Cleveland Construction Matchmaker
- Participated on Northeast Ohio Hispanic Chamber of Commerce: Annual Construction Opportunity Fair
- Participated on Greater Cleveland Partnership: 2026 Cube Symposium
- Participated on EWT’s Women’s History Month Conference: Driving Success Empowering Women in Transportation Careers



Quarterly Performance Report

Division/Department: Office of Equal Opportunity (OEO) Date: April 6, 2026  
 Report completed by: Office of Equal Opportunity and Employment & Recruitment Phone #: Ext. 3094

**Affirmative Action**

The Affirmative Action Goals for the employment of women and minorities in all categories for the years (2024-2027).

**KEY PERFORMANCE MEASURES**

EEO Job Category	2026 Quarterly Performance Report														Total Placements for 2025 for 2025 Q4	Total Placements for 2026 for 2026 Q1	
	Male							Female									
	Total Placements Hispanic or Latino Males Goal Q1	Total Placements Black Male Goal Q1	Total Placements Asian Male Goal Q1	Two or More Races Male Goal Q1	Total Placements Two or More Races Males Goal Q1	Total Placements White Females Goal Q1	Total Placements American Indian or Alaska Native Female Goal Q1	Total Placements American Indian or Alaska Native Male Goal Q1	Total Placements Black Females Goal Q1	Total Placements Black Females Goal Q1	Total Placements Black Females Goal Q1	Total Placements Hispanic or Latino Females Goal Q1	Total Placements Hispanic or Latino Females Goal Q1	Total Placements Asian Females Goal Q1			Total Placements Asian Females Goal Q1
Officials & Administrators	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	1
Professionals	---	---	3	---	---	55	---	---	---	---	---	1	---	---	---	---	---
Technicians	---	---	---	---	---	20	---	---	---	---	---	2	---	---	---	---	---
Protective Service	---	8	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---
Admin Support	---	---	---	---	---	45	---	---	---	---	---	---	---	1	---	---	---
Skilled Craft	12	---	2	3	---	18	---	---	---	1	---	1	---	---	---	---	1
Service Maintenance	25	---	9	8	---	229	1	---	---	---	24	---	10	---	1	---	---
TOTAL	37	8	14	11	---	371	1	---	---	---	28	---	14	---	1	---	1



### Quarterly Performance Report

EEO Job Category	Remaining to Reach Parity Males	Remaining to Reach Parity Females
Officials & Administrators	0	1 White Female
Professionals	3 Asian Males	34 White Females
Technicians	0	20 White Females, 2 Hispanic or Latino Females
Protective Service	0	1 White Females
Administrative Support	0	37 White Females
Skilled Craft	8 Hispanic or Latino Males, 1 Asian Males, 3 Two or More Races Males	17 White Females, 8 Black Females, 1 Hispanic or Latino Female, 2 Asian Females
Service Maintenance	9 Hispanic or Latino Males, 6 Asian Males	220 White Females, 1 American Indian/ Alaska Native Female, 16 Hispanic or Latino Females, 10 Asian Females

\*The Total Placements reported include new hires, rehires, and promotions in each designated category. Goals met are highlighted in green.

\*The Employment Recruitment Department (ERD) and OEO collaborate to ensure the recruitment and selection/offer process is conducted with the Affirmative Action goals in mind. The following recruitment efforts were conducted to put forth a good faith effort to increase our applicant pool of candidates to meet our goals.

# January – March 2026 | COMMUNITY CONNECTIONS

The Talent Acquisition department and OEO collaborate to ensure the recruitment and selection/offer process is conducted with fairness and equity for all candidates and the diverse communities we serve. The following are agencies we partner with regularly to share our needs and host hiring events.

January	February	March
• Coffee & Conversation – Engineering	• Mechanics Hiring Event (evening)	• Ohio Means Jobs - Cleveland Application Session (x2)
• MLK Library Application Session Mechanics	• Addison Branch Cleveland Public Library Application Session	• Coming to Your Ward City of Cleveland Event
• Ohio Means Jobs - Lorain	• Bus Operator Evening Event	• Strongsville Cuyahoga County Public Library
• Step Forward Job Fair	• Ohio Means Jobs - Lorain	• University of Akron Career Fair
• Ohio Means Jobs - Cleveland	• Mt. Pleasant Cleveland Public Library Application Session	• Cuyahoga Valley Career Center (CVCC) Job Fair
• Mechanics Hiring Event	• CSU Engineering Career Fair	• Mechanic Hiring Event at Ohio Means Jobs Cleveland
• Application Session Bus Operator		• Lincoln West High School Career Fair
• Bus Operator Hiring Event		• South Euclid Career Fair at Brush High School
• Cleveland Public Library Main Branch Application Session Mechanics		• Ohio Means Jobs - Lorain
• Chinese Journal – Asian Midtown		• City Mission
		• Cleveland STEP Initiative at MOB
		• Goodwill Industries of Greater Cleveland and East Central Ohio

Greater Cleveland Regional Transit Authority



# January – March 2026 Workforce & Community Engagement

GCRTA demonstrates a commitment to social and corporate responsibility by investing in diverse talent pipelines, creating an awareness of sustainable careers at GCRTA and supporting underserved communities. A responsible employer committed to improving the quality of life across Cuyahoga County.



GCRTA celebrates the Chinese New Year with the Asian community. Exploring careers in public transportation for hard-to-fill and mission-critical positions. Roles that require expanded sourcing strategies to broaden our candidate pipeline.

Happy Chinese New Year from the Greater Cleveland Regional Transit Authority  
新年快乐 | 恭喜发财



Students participated in hands-on STEM activities led by Human Resources, Engineering, and Transit Police team. Hands-on bridge-building challenge using simple materials, promoting creativity and problem-solving. Facilitation of real-world scenario using technology to solve car burglaries, through critical thinking and investigative skills.

Greater Cleveland Regional Transit Authority



# January – March 2026 cont. Workforce & Community Engagement

GCRTA demonstrates a commitment to social and corporate responsibility by investing in diverse talent pipelines, creating an awareness of sustainable careers at GCRTA and supporting underserved communities. A responsible employer committed to improving the quality of life across Cuyahoga County.



GCRTA in partnership with Tri-C at the City Mission. Discussion on career opportunities and interview readiness. Presented in two classes with approximately 15 attendees. HR reviewed GCRTA job requirements, customer experience, organizational structure, and interview preparation.



A Job Readiness pilot designed to strengthen the local workforce pipeline for essential positions, including Bus Operators and Mechanics. The initiative titled “Workforce Ready: Tools for Employment Success.



Greater Cleveland Regional Transit Authority

# OUTCOMES

January to March 2026

1st Qtr. Total Number of Hires = 51

Location Name	Count
40 - Main Office	3
32 - Transit Police	1
25 - Central Svc Bl	1
24 - Central Bus Mnt	2
22 Rail Operators	8
20 - Central Rail Mt F	0
09 <del>Triskett</del> Operator	0
09 - <del>Triskett</del>	1
05 <del>Paratranait</del> Operator	0
05 - Paratransit	0
04 Hayden Operators	35
04 - Hayden	0
Grand Total	51

National Origin	Count
Asian	1
Black or African American	37
Hispanic	3
White	6
Two or More Race	0
Did Not Disclose	4
Grand Total	51

### Job Category

- 48 = ATU
- 1 = FOP
- 2 = Non-Bargaining

Gender	Count
Women	22
Men	29
Grand Total	51

### Lead Referral Sources

- 3 = Advertisement
- 1 = Agency
- 6 = Indeed
- 2 = Job Fairs
- 1 = ~~OhioMeansJobs~~
- 7 = Other
- 1 = Public Service Announcement
- 5 = Referrals
- 25 = Did Not Disclose



## Succession Planning and Employee Development

GCRTA continues to enhance its People Strategy by expanding access to educational and development opportunities that lead to skills-development, increased awareness of innovative ideas, differing perspectives, and foster a culture of learning.

### RTA and Tri-C Community Training & Development Job Hub Partnership

The Community Training and Development Job Hub partnership model between Cuyahoga Community College and Greater Cleveland Regional Transit Authority aligns with Tri-C's current Access Center framework, which provides pathways out of poverty for underserved populations by connecting them to education, training, and jobs through community and business partnerships. Job Hub programming attracts new employees and upskills current employees for GCRTA career opportunities. Current Tri-C Access Centers include Esperanza, Olivet Housing and Community Development Corporation, and MetroHealth Medical Center.

- Contract negotiations in process for one session of Frontline leader and one session of Frontline Supervisor with an estimated start date of June 2026.

### Internal Training & Development Events and Activities

On-going Employee Engagement and Enrichment Programs.

- Monthly District visits by Training & Talent Development team to conduct career coaching, discuss development opportunities, and explore career pathways options.
- TRACTION Tactic - Non-Bargaining Professional Development goal of 24 hours of professional development for all non-bargaining employees. Director conducted multiple sessions of training with departments across the agency to elevate awareness of the goal, and usage of the tracking form.
- Auditor of State Fraud Awareness (AOS) – The training department continues to work toward achieving 100% completion of the required AOS training.

### Technical Skills Building, Leadership, and Professional Development

- **Road Instructor Certification** – Six (6) bus operators were certified in the program, which identifies and upskills excellent operators, and prepares them to be road instructors to assist newer operators in succeeding during training.
- **Healthline Smith System Training**– Forty-four (44) new bus operators attended a week of Healthline Training, which was established to help decrease accidents and increase awareness on our highest accident and ridership route.
- **Mechanic Training Program** – Two (2) new mechanics were hired to impact operations. The training program includes hands-on training, mentorship from experienced professionals and theoretical lessons to equip participants with essential skills. 6-month training program to bridge the gap between academic knowledge and practical experience, ensuring mechanics gain a comprehensive understanding of GCRTA automotive engines and processes.

- **Hostler and Mechanic Refresher** – Two (2) incumbent hostlers received additional training on the Healthline Route. This includes how to maneuver the coach through the garages at CBM, Triskett and Hayden. The program was established to help decrease accidents and increase awareness within each garage.
- **Hostler Forklift Recertification** – Two (2) hostlers were recertified on Forklift procedures. The recertification process includes a review of safety regulations, a refresher course on forklift operation, and a practical evaluation to assess the operator’s performance. Re-retraining re-certification may also be required sooner if an operator is involved in an accident, observed using the equipment improperly, or assigned to a different type of forklift.
- **Biennial Operator Training** – Each bus, rail, and paratransit district successfully completed biennial training (Hayden – 43, Triskett – 49, Paratransit – 22, Rail – 3). This periodic training is designed to update and reinforce essential skills, safety procedures, and regulatory compliance for transit bus and rail operators. This refresher covers topics such as defensive driving, customer service, emergency response, ADA (Americans with Disabilities Act) compliance, and updated transit policies. The goal is to ensure drivers remain proficient, adhere to safety standards, and provide high-quality service to passengers.
- Successful applications for **TechCred** (state funded grant): GCRTA was awarded \$30,000 for November 2025, round of TechCred. In total, GCRTA was approved for over \$120,000 state grant dollars through TechCred in 2025.
- **Technology Advancement** – In the final selection stage for new Learning Management and Employee Performance Management System. Upon authorization by the board of trustees, this system is targeted at implementation beginning in July 2026.
- Continued support for the **Account-Based Ticketing/Fare Capping** project through strategic discussions about training needs and approaches. Training Instructors received Train-the-Trainer session in preparation for delivery starting in April.
- **Contractor Right of Way Worker Protection** – 321 Contractor Employees trained in the first quarter.
- **New Rail Car Training** – Video capture and editing training was delivered to our Rail Equipment and Rail Operator Instructors
- **Railway Education Bureau** – Basic Principles of Track Maintenance for 40 Track employees is progressing.

**Promotions & Employee Development**

We continue to track progress for advancing our employee development efforts by measuring our percentage of promotions in relation to new hires (See Figure 9). This metric shows GCRTA’s continued efforts and commitment to developing employees for promotion opportunities within all work segments, and particularly for key leadership positions. Listed below are notable promotions during the 2026 1<sup>st</sup> quarter that highlight our succession planning and employee development efforts:

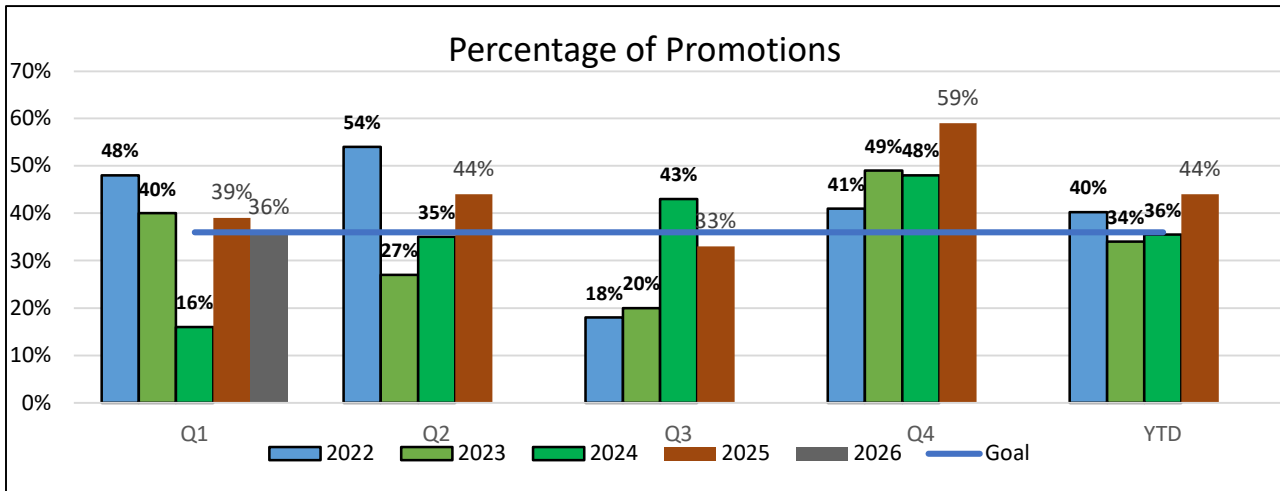


Figure 9: Percentage of Promotions

**Technical, Supervisory, Managerial Succession**

- Alexander McKinley from 0440. Transit Police Officer to 0540. Transit Police Sergeant – Operations Division
- Eric Hulme from Construction Engineer to Resident Engineer I – Engineering & Project Management Division
- Jeremy Hlavaty from 0440. Transit Police Officer to 0540. Transit Police Sergeant – Operations Division
- Johnetta Crosby-Edmond from 0435. Rail Operator to 0576. Service Quality Supervisor, Rail – Operations Division

### Engineering/Construction Program

This section provides information on the status of the Authority’s engineering and construction activities. Projects are reported on by major program categories as follows:

- Bridges
- Track & Signal
- Passenger Facilities
- System Expansions
- Maintenance Facilities
- Planning

Other categories may be added on occasion depending upon activity in the Authority’s capital program.

PROJECT	DESCRIPTION	STATUS
<b><u>Bridges</u></b>		
Tower City East Portal Rehabilitation (52N)	Design of repairs to Tower City East Portal including track, power and signal. Designer: E.L. Robinson Cost: \$989,942	Contract awarded by Board on February 19, 2019. Notice to Proceed issued on April 4, 2019. Design proceeding. Track 8 duck-under to remain. Plans complete. Project issued for bids March 28, 2022. No bids were received. Estimate updated.  Procurement readvertised for 60 days, due December 11, 2023. One bid received. January 2024 Board awards Notice To Proceed February 20, 2024. Kick-off meeting March 7, 2024. Field work began June 24, 2024. Consultant support limited.
Tower City East Portal Rehabilitation (52N)	Construction Contractor: Great Lakes Construction Company Cost: \$18,267,764	Board awarded January 23, 2024. Notice to Proceed issued February 20, 2024. Project kick-off on March 7, 2024. Field work began June 24, 2024. Demolition and patching work continuing. Repair work Phase 3B began December 15, 2025, and is continuing. Track and Signal work also proceeding. Track 7 replaced on an Engineering basis.
W. 117th Track Bridge Rehabilitation (62A)	Design for repairs to bridge and station platform Designer: Michael Baker International Design Cost: \$543,430	Board Awarded February 2021. NTP April 23, 2021. Field inspection and survey complete as of June 18, 2021. Phase 1 plans received August 13, 2021, and comments returned September 13, 2021. Phase 2 plans reviewed, and comments returned on November 10, 2021. 60% plans (Phase 3) received January 15, 2022, and comments returned February 12, 2022. 98% plans reviewed and comments returned June 24, 2022. Construction NTP 7/12/2023. As-Built drawings prepared. Design project closed out, this is FINAL REPORT

<p>W. 117th Track Bridge Rehabilitation (62A)</p>	<p>Bridge repairs including platform replacement                  Construction Contractor: Suburban Maintenance                  Construction Cost: \$8,986,461</p>	<p>Contract awarded by Board on May 16, 2023. Notice to Proceed on July 12, 2023. Construction agreements and submittal returns from NS throughout the quarter. Contractor demobilized for winter December 15, 2023. NS installed ballast retainer March 25, 2024. Restarting construction on April 15, 2024. Eastbound track demolished, bridge cleared for new deck.</p>
	<p>Remaining as Claims: \$627,609</p>	<p>Bridge steel cleaned and repainted. New eastbound deck and track completed. Work on westbound bridge completed. Platform corrections made and reinstallation completed. Westbound track completed. Station reopened August 29, 2025. Closeout underway. Two claim issues remain subject to litigation. Final payment made. This is FINAL REPORT.</p>

<p>Red Line Flyover West of stokes (62C)</p>	<p>Design Estimate: \$540,000</p>	<p>Project to repair or remove bridge over abandoned industrial track. Preliminary design underway. Drainage investigation and soil borings completed as part of preliminary design. Preliminary design received December 15, 2023.</p>
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Summary of design alternatives prepared. Preferred alternative selected 2B. Ongoing scope discussion. Project RFP to be issued as funding permits.

<p>2025 Engineering Services for Special Bridge Inspections (20.29)</p>	<p>Services Estimate: \$371,710                  Services Firm: Burgess &amp; Niple</p>	<p>Inspection of forty-six (46) structures that have Steel Non – Redundant Tension Members (STEN).                   Project RFP issued and pre-proposal meeting to be held on January 9, 2025. Proposer selected. Notice to Proceed issued May 21, 2025. Three bridges inspected during July 2025 west side rail shutdown. Eastside bridge inspections also completed during shutdown. Inspections and draft reports completed. Review taking place to finalize reports. Report finalized. Project closed. This is FINAL REPORT.</p>
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**Track, Signal & Power**

<p>Trunk Line Signaling Design (12D) (19.43 Task 5)</p>	<p>Design for Trunk Line (E. 79 to Shaker Sq. Station) Signal System Replacement                  Designer: Rio Grande Pacific Technology                  Cost: \$381,330                   New Design Consultant: Mott MacDonald                  Cost: \$131,209</p>	<p>Contract awarded by Board on December 17, 2019. NTP issued February 13, 2020. Trunk Line Survey Report received March 2020. Initial design completed and package sent to Procurement June 23, 2021.                   Bids received on August 18, 2021, but project canceled by Procurement. Second advertisement unsuccessful on December 8, 2021. Project submitted March 28, 2022, for third Procurement effort. Trip stop at LR100 removed from scope.                   Rio Grande Pacific Technology closed out as consultants no longer have personnel to service GCRTA. New consulting being provided by On-Call Signal Consultant, Mott MacDonald.</p>
<p>Trunk Line Signal Replacement – Construction (12D)</p>	<p>Construction Contractor: Bison Rail Services                  Construction Cost: \$5,689,010</p>	<p>Project submitted September 30, 2022, for fourth Procurement effort. Bungalow foundations submitted as separate Project. 12D(a).                   Bids opened November 30, 2022, for 12D(a) and December 15, 2022, for 12D.                   Both 12D Bison Rail Services and 12D(a) Northeast Ohio Trenching contracts awarded at January 31, 2023, Board meeting.                   NTP 12D(a) issued March 2, 2023.                   NTP 12D issued April 3, 2023.                   Major change order (\$1,133,578) to vane-relay based track circuits approved. Fiber optic communication between bungalows is necessary. Fiber is being installed separately under 59D.                   Installation of signal system re-scheduled for Summer 2026.                   Change order executed for emergency repair of hi-voltage 34.5kv power line and pole supply Buckeye-Woodhill Substation. Pole line repairs completed during August 2025 shutdown.</p>
<p>(12D(a))</p>	<p>Northeast Ohio Trenching                  Construction Cost: \$721,540</p>	<p>Four foundations constructed during Summer 2025 shutdown. Three bungalow foundations to be designed for installation at street level along Shaker Boulevard in 2026.</p>

<p>Red Line 515 turnout Return to Service (12F)</p>	<p>Designer: Mott MacDonald                  Design Cost: \$266,060                  Construction Contractor: Hatzel &amp; Buehler                  Construction Cost: \$2,979,153</p>	<p>Return to service turnout 515 at west end of Brookpark Yard. Includes signal, track and CTDS work. Project will include work to add CAB loop to yard siding to support new railcar testing. Project awarded February 16, 2021, Board. 90% design received review completed in November 2021. First bidding no responsive bids received.</p> <p>Readvertised April 17, 2023. Bids opened on May 17, 2023. Awarded at July 25, 2023, Board Meeting to Hatzel &amp; Buehler. Notice to Proceed issued August 14, 2023. Backup 480V power supply completed to new relay case installation.</p> <p>Track completed Summer 2025. Program cutover complete. Project schedule anticipates completion Fall 2026.</p>
<p>Consolidated Train Dispatch System (CTDS) Upgrade (12H)</p>	<p>Furnish and Install B&amp;C Transit Cost: \$4,200,286</p>	<p>Replacement, testing and commissioning of new front end and back-office equipment including programming. RFP issued and pre-proposal held March 16, 2022. Proposals received on May 5, 2022. Selected proposal awarded at September 20, 2022, Board.</p> <p>Contract completed and NTP issued March 6, 2023. Preliminary project schedule received. Conceptual design received on September 1, 2023. Comments returned to B&amp;C for action.</p> <p>Final design received February 2024. Design evaluation complete April 2024. Design comments addressed and Final Approval issued. System assembly in progress. Factory Acceptance Test successfully completed in California. February 24-28, 2025.</p> <p>Servers installed at GCRTA. Work on network connectivity at Puritas and W.117<sup>th</sup> complete. Site Integration Test pending 1<sup>st</sup> Quarter 2026. Cutover to begin in Summer 2026.</p> <p>Change Order #7 completed to add Trunk Line to project.</p>
<p>CRMF-Track 3 (52Y(a)) (52Y(b))</p>	<p>Track 3 and four Transfer Table Crossings Repair                  Designer: Parsons                  Design Cost: \$79,577                  52Y(a)                  Construction Contractor: Delta RRS                    Construction Cost: \$1,093,055</p>	<p>Task Order to On-Call for Transfer Table modifications June 5, 2024. Modifications will allow continuous operation of table to and from Track 3 without halting. Design at 100%. Proof on concept rail head welding Project 52Y(b) had to be abandoned as rail sealant wouldn't tolerate weld temperature.</p> <p>52Y(a) Project ready for award on January 20, 2026. Construction planned. Winter 2027 because of long-lead rail.</p>

<p>Warrensville/Van Aken Substation Replacement (60B)</p>	<p>Furnish and Install Modular Warrensville/Van Aken Substation                  Contractor: Hatzel &amp; Buehler                  Construction Cost: \$3,242,238</p>	<p>Project Board Award approved on November 19, 2019. Notice to Proceed issued January 16, 2020. Resolution for Illuminating Company utility agreement approved. Prefabricated substation received and installed. House power connected for lighting, heating and cooling. Landscaping completed in October 2022. Illuminating Company has completed installing reclosers and switches.</p> <p>Project completion dependent on necessary testing by Powell Industries, switch gear manufacturers. Illuminating Company has energized substation. Short-circuit test successful part of commissioning, March 4-6, 2025. Placed in-service June 12, 2025. Training completed. Project closed. This is FINAL REPORT.</p>
<p>W. 117<sup>th</sup> Substation Rehabilitation (60C)</p>	<p>Contractor: Lake Erie Electric                  Construction Cost: \$2,365,963</p>	<p>Replacement of transformer/rectifier and switchgear. Existing building to be reused. Board awarded contract March 23, 2021. Notice to Proceed issued May 14, 2021, and kick-off meeting held. Submittals completed and equipment manufactured. Delivery and construction began on October 24, 2022.</p> <p>Installation of new equipment complete. PC breaker panel and House AC Service panels added. Final feeder installed. Missing relays installed. Station energized; testing and training completed. Closeout underway. Contractor replacing arc-flash labels. Project will remain open until labels are installed.</p>
<p>E. 120<sup>th</sup> Substation Replacement (60E)</p>	<p>Construction Contractor: Fowler Electric                  Construction Cost: \$7,194,208</p>	<p>Replacement of existing under-bridge substation in its entirety by installation of modular unit similar to Puritas (60A). Design in-house supplemented by On-Call for specific tasks such as foundation design. City Planning approved the project.</p> <p>Environmental re-approval required for project that now include driveway parcel purchase in lieu of easement. Phase II report completed. Additional information requested by FTA provided. FTA Environmental approval granted. Contract awarded on January 21, 2025, Board Meet. NTP issued March 17, 2025.</p> <p>Submittals received, equipment ordered. Property transfer and easement(s) completed. Construction of site work began November 2025. Working on driveway. Site work continues in 2026.</p>

**Passenger Facilities**

<p>Warrensville- Van Aken Station (24W)</p>	<p>Reconstruction of Warrensville- Van Aken Station In-House design Contractor: Mike Coates Construction Cost: \$6,802,676</p>	<p>In-house design for new station includes platforms, track replacement/realignment, power modifications in connection with Project 60B and new comfort station/waiting area service building. Project also coordinates with Shaker Public Realm Improvements. ODOT TRAC funding will help complete track, power, and signal replacement under Project 24W(a).</p> <p>Scope reviewed and cost estimated including 10% bid and 10% construction contingencies. Set IFB in circulation. Project failed to bid within 110% of estimate. Project rebid and contract awarded at the March 19, 2025, Board Meet.</p> <p>Construction Notice to Proceed issued April 12, 2025. Demolition completed. Foundation work underway. The Illuminating Company removed overhead wire. Busway retaining wall complete.</p>
<p>Aken Track, Signal, Catenary and Power Infrastructure (24W(a))</p>	<p>Reconstruction of Warrensville-Van Aken Rail Infrastructure Budget: \$11,185,852 Contractor: Railworks Track Services, LLC Construction Cost: \$11,185,852</p>	<p>Track, Catenary and Signal design completed. Catenary shop drawings to be provided by contractor. Project bids were received December 6, 2024. No acceptable bids received. Second bid was in May 2025. No acceptable bids received. Third bid advertised on July 21, 2025, and contract awarded at September 23, 2025, Board meeting. Notice to Proceed issued November 10, 2025. Reviewing submittals.</p>
<p>E.79<sup>th</sup> Light Rail Station (24X)</p>	<p>Reconstruction of E.79<sup>th</sup> Light Rail Station Designer: Bowen+ Design Cost: \$1,001,737</p>	<p>Consultant is incorporating GCRTA's 60% comments and progressing the package to 90%. NEPA documents have been approved by FTA. Public Art proposals have been received and are under review. Project design is 100% complete. Bids received on February 20, 2025. Award scheduled for April Board. Kick-off May 27, 2025. Station closed on June 30, 2025. Platform and other sitework underway. Reviewing project submittals and RFI's.</p>

<p>E. 79<sup>th</sup> Light Rail Station (24X)</p>	<p>Contractor: RL Hill + Platform Joint Venture Construction Cost: \$10,774,029</p>	<p>Contract awarded at April 15, 2025, Board meeting. Notice to Proceed issued May 27, 2025. Construction started on June 9, 2025. Groundbreaking ceremony held on July 11, 2025. Demolition foundation, platform and street level bridge support work underway. Electrical account number assigned. Soldier piles completely installed. Comfort station foundations and structural steel installed. Underground duct bank complete. Micropiles complete. Platforms placed.</p>
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**Planning**

<p>Update of Strategic Plan (20.43)</p>	<p>Update of GCRTA Strategic Plan Contractor: AECOM Cost: \$465,000</p>	<p>Project to update GCRTA Strategic Plan revising it through 2030. It will incorporate GCRTA The Board of Trustees approved the Contract to AECOM on January 20, 2026. The project has begun.  The Consultant attended the Board of Trustees Retreat on February 27, 2026, and has a meeting with Executive Management on May 6, 2026, in preparation for the Board of Trustees Meeting in June. A TOD session is being held in May 22, 2026. Overall, the project is achieving its aggressive completion schedule.</p>
<p>Lorain Avenue TOD Plan (70-B)</p>	<p>TOD Plan for Lorain Avenue Contractor: TBA Budget: \$700,000</p>	<p>GCRTA was awarded funds through the FTA TOD Pilot Planning Program to evaluate the development of a Transportation Improvement Project along the 15.7-mile Lorain Avenue Corridor from the Detroit= Superior Bridge to the Cuyahoga County line encompassing the City of Cleveland, Fairview Park, and North Olmsted.  GCRTA has already begun to engage the communities and the County Planning Commission on this important project. The RFP package was advertised and proposals reviewed. The evaluation process is underway. The Contract will be ready for Board Approval in June or perhaps July depending upon the result of the evaluation process.</p>

<p>Shaker Shelter Replacement Program (18.82 a-c)</p>	<p>Replacement of shelters Along the Blue and Green Lines</p> <p>Contractors: Tolar</p> <p>\$945,805 (a)</p> <p>Northeast Ohio Trenching</p> <p>\$293,000(b)</p> <p>Connect Point</p> <p>\$477,665 (c)</p>	<p>CMAQ funded this project to replace and enhance light rail stations on Shaker Lines. A Section 106 Consultant was hired first and has completed the approval by FTA and OHPO. The public planning and design process has concluded resulting in a shelter design and amenity package that met the approval of GCRTA customers, Shaker Heights Planning Department, and residents. It also included architectural support from a shelter manufacturer and resident GCRTA architect. Three contracts were awarded in January 2025 to Tolar Manufacturing for shelters, Connect Point for real time signage, and Northeast Ohio Trenching for concrete and sitework. Notice to Proceed has been issued for (a) on March 3, 2025, (b) on March 17, 2025, and (c) on May 4, 2025.</p> <p>18.82(b) is substantially completed. The shelter and sign delivery has been delayed accommodating a change in the grounding plan. A new production schedule is being prepared. New schedule indicates October delivery followed by installation.</p>
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<p>Broadway Corridor TOD Plan (71)</p>	<p>TOD plan for Broadway</p> <p>Contractor: City Architecture</p> <p>Cost: \$484,426.59</p>	<p>TOD Plan Funded by FTA TOD Planning Funds to evaluate transportation improvements on Broadway Avenue from the E. 34<sup>th</sup> Rapid Transit Station to E. 93<sup>rd</sup> Street. This plan includes transportation, TOD, Affordable Housing, pedestrian/bike connections in the corridor. It is being coordinated with the Slavic Village Development Corporation. The plan will take 12 months to complete. The contract to be awarded by the Board of Trustees on November 19, 2024.</p> <p>The kickoff meeting with City Architecture was held on January 22, 2025. The first Steering Committee was held on March 3. Initial Focus Group meetings and additional engagement completed. Stakeholder and other engagement meetings continue. Second community meeting scheduled in November 2025. The project was presented to the Executive Management Committee in October. The project is completed and working its way through the City of Cleveland adoption process. The final adoption is scheduled by the City of Cleveland on June 5, 2026. 2026.</p>
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Transit Access Barrier Study (19.73)  
 Vendor: HDR Engineering  
 Contract Amount: \$649,641

Study of identify the barriers to use of transit by populations in persistent poverty. Funded by FTA as part of their AoPP grants (Areas of Persistent Poverty). Proposals have been received, evaluated and recommendations scheduled for Board Committee on January 9, 2024. Contract awarded by the Board of Trustees at the January 23, 2024. Contract period is 18 months. The Notice to Proceed was issued on May 21, 2024.

The First Stakeholder meeting was held on August 28, 2024. First round of focus meetings completed in November. The Existing Conditions report was received and returned with RTA comments in January 2025. Meetings with the Executive Steering Committee were held on February 3, 2025. A Board Presentation and Stakeholder meeting was held on February 4, 2025. The identification of transit barriers is completed. The final round of engagement was completed. Final Executive, Stakeholder and Board Committee meetings were held on October 6-7, 2025. The final report has been submitted. The Project is complete and is in closeout. **FINAL REPORT.**

**Maintenance Facilities**

Brookpark Maintenance Facility Modifications (15583 Brookpark (19.60)  
 Contractor: SONA Construction  
 Construction cost: \$1,589,571

Project to convert former industrial building at 15583 Brookpark Road into Facilities Maintenance (FM) base. Included are offices for Transit Police.

Building will allow Brookpark Rail Shop to be freed up for new railcar commissioning. Project complete. Move-in underway. Substantial completion issued and Certificate of Occupancy obtained.

(20.75)  
 15583 Brookpark Industrial Hygiene Abatement  
 Estimated Cost: \$1,000,000

However, discovery of asbestos and other environmental hazards will require further abatement to resolve.

**Bus Rapid Transit**

MetroHealth Line BRT  
(70)

Consultant: Michael Baker  
International  
Contract Amount:  
\$2,505,320

Project will complete NEPA, Section 106 and construction documents for four-mile BRT from Detroit/Superior Bridge to Broadview/State/Pearl intersections. Continuation of W25th TOD plan. Project included in list of projects eligible as FTA Small Starts. Readvertised September 6, 2022, and proposals received October 6, 2022. Procurement canceled.

Third version of RFP advertised on June 26, 2023, with proposals due July 27, 2023. Station and associated signage design to be done in-house. Proposals received. Board awarded on January 23, 2024.

Notice to Proceed issued on February 14, 2024. Kick-off meeting for project office and stakeholders held. Bi-weekly progress meetings being held. APE information turned into FTA May 7, 2024. First Community Engagement Meeting held June 27, 2024.

Traffic analysis and modeling at 90%. Station design is underway in-house, preliminary locations according to survey. Cultural Resource and Effects Report in preparation. 30% design received and approved.

Second community engagement meeting held November 20, 2024. Comments from Public Engagement are being reviewed to inform design as it proceeds from 30% to 60%. Comments being evaluated from all stakeholders as the design proceeding to 60%.

60% plans and estimate received April 18, 2025. Comments received with dispositions completed in August. Considerable discussion about Ohio City design. On-street parking removal versus bus/bicycle-only lanes. FTA is reviewing the final NEPA documents. Small Starts grant was submitted to FTA on August 22, 2025, with additional materials submitted on September 17, 2025. FTA will be rating the project in early 2026.

NEPA documents approved by FTA on November 17, 2025. 90% submittal plans, specifications and estimate received November 24, 2025. Ohio City design contested by some businesses. City supports 90% design. Comments being collected on 90% design. Focus group meetings being held regarding Ohio City. Design progressing to 100% PMP turned into FTA for review and comment. Risk register developed in anticipation of risk workshop May 13, 2026.



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1240 West 6 Street  
Cleveland, Ohio 44113-1302  
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